JUNE 1, 1946



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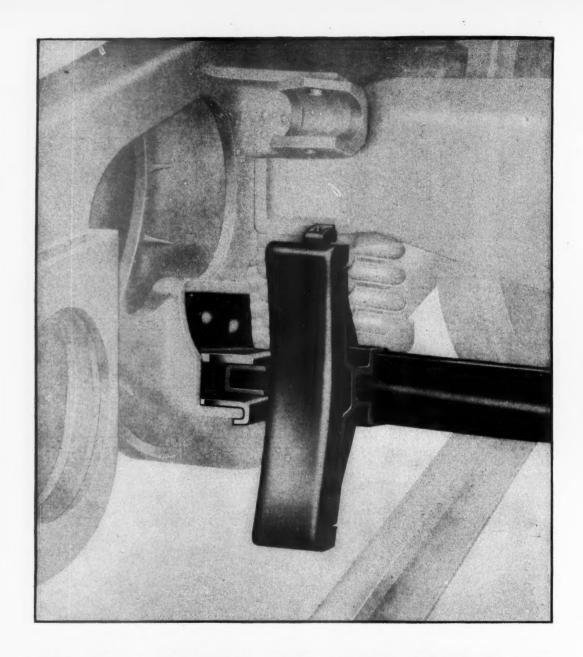
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New York

Railway Age

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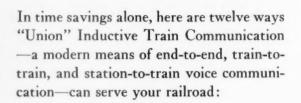
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The Week at a Glance

A SHORT STRIKE: An American public that had been told that the laws ostensibly providing for the resolution of union-management differences in the railway industry could be depended on to prevent strikes (and therefore should be taken as models for all industries) suffered a painful awakening on May 23. There were those who thought that President Truman -after he had followed his predecessor's example in discarding the recommendations of his own emergency board, and also the awards of arbitration boards to which the fullest presentation of facts had been made—would conform again to the New Deal precedent and yield to the revised demands of Messrs. Whitney and Johnston. There were those who thought the two brotherhood leaders would not call their followers off the job in defiance of the United States government. Events proved these people wrong, but not so wrong as were Mr. Whitney and Mr. Johnston in underrating the power of a thoroughly alarmed citizenry. Only two strenuous days were required to make these leaders change their tune.

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MANY TRAINS RAN: Several pages in this issue are devoted to a road-by-road report of the efforts made to provide some passenger service, and to take care of livestock and perishable freight, while the strike lasted. Some roads were able to run practically all of their main line passenger schedules, while others suspended practically all trains, but the general picture is one of supervisory officers and qualified volunteers pitching in to do their bit to alleviate the inconvenience and hardship caused by the strike. Not the least remarkable part of the story is the rapidity with which normal service, both passenger and freight, was resumed after the brotherhood leaders confessed defeat.

FACE-SAVING: One of the difficulties that hampers negotiations with Orientals is their concern for "face," which makes it extremely difficult to budge them from a position they are known to have taken. somewhat similar concern for "face" is not entirely unknown in this country, where many negotiations could be concluded more quickly and more amicably if some of the negotiators did not appear to be constitutionally incapable of compromise if any real or imagined sacrifice of personal prestige can be attached to it. In the East a leader who loses "face" generally relinquishes his post. It cannot be said, however, in the light of recent events, that Americans who find themselves in the same predicament invariably carry the parallel to that extreme.

ONE THING PROVED: If there was any doubt anywhere, after the four years of war recently ended, how much this country needs its railroads to keep its mills and farms and mines and markets functioning, to preserve the comfort and even the life of its people, that doubt has been removed. Headlines from the May 24 issues of almost every newspaper (a few of them are

reproduced herein) reflected the general alarm. Paralysis was the word most frequently used to describe the disaster that had been brought upon the country by the strike, by the union leaders who had taken advantage of the one-sided laws designed to permit them to evade responsibility for their acts, and by the politicians who had framed and furthered the policies expressed in those laws. It is reasonably safe to predict that it will be quite a long time before anyone can tell the American public again that the newer forms of transportation have made the railroads unessential.

FALLEN FROM GRACE: Our report of the wind-up of the two-day strike begins on page 1095. Not the least interesting part of it is the comment of President Robertson of the firemen's brotherhood, filled with allusions to bulls in china shops, personal greed and vanity, and sagging reputations, directed not at employers or politicians but at the leaders of the strike. And President Truman, addressing Congress, referred to the "obstinate arrogance of two men." But no such bold charges were made against the creators of the laws which gave them the powers that they had exercised, and no effective effort is being made to repeal those laws. A neutral observer, if any there be, might find a lesson in the fact that the two rail union leaders now in such public disfavor were, less than three years ago, basking in the White House limelight and enjoying the distinction of being referred to in official documents in highly complimentary terms.

NOT A CURE: The remedies proposed by President Truman to afford the country relief from the bullying tactics of some of the union leaders fail to get to the root of the trouble, this issue's leading editorial points out. The American system has functioned successfully whenever power has been distributed more or less evenly among many people, but it has faltered whenever power has been concentrated in a small group of people. Just now union leaders have sufficient power to bring vital industries to a standstill when it suits their purposes, as Mr. Whitney and Mr. Lewis have been demonstrating. Mr. Truman's remedy for that condition is not to take away any of the power enjoyed by the union leaders. His remedy is to give the President more power, so he can overrule the union dictators. That is not the path to industrial peace, it is suggested, but to fresh conflict.

ALUMINUM ROOF: The half dome and barrel arch roofing the entrance and main concourse of the Cincinnati passenger station have received a new sheet aluminum surface. An illustrated article on page 1109 explains some of the design problems that were mastered, and details the procedures used in prefabricating the new covering and applying it on a specially prepared foundation. The result is a lightweight, watertight, freely expanding roof which is in harmony with other exterior features of this relatively new terminal.

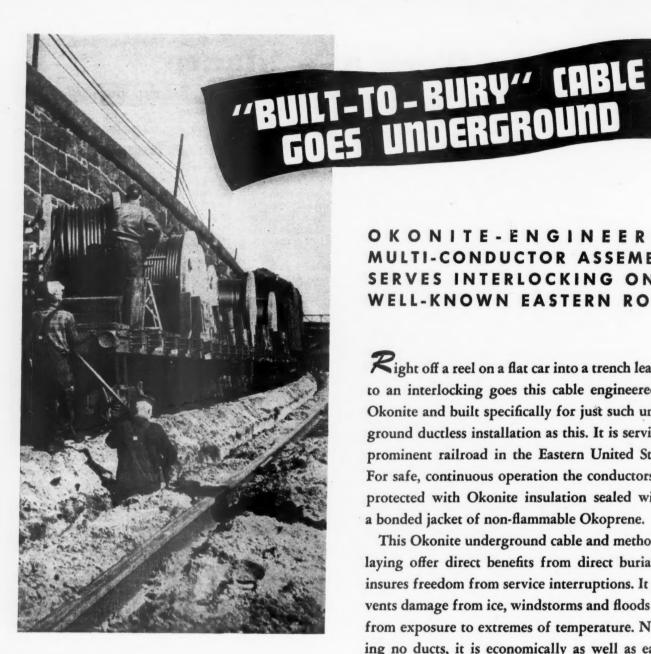
INTERPRETED OUT: A report of the air transportation subcommittee of the A. A. R. Railroad Committee for the Study of Transportation is reviewed in a news article this week. Railroads are opposed to any step leading to monopoly in air transport or any uneconomical duplication of facilities, but within the framework of a competitive national transportation system they seek fair opportunity to use the airplane in conjunction with their other operations. The position of the "surface carriers" is that Congress, in framing the Transportation Act of 1940, clearly intended that railroads should participate in air transport.

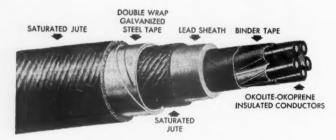
COSTLY ECONOMY: Whether investments in expensive new shop machines are economically justifiable often will depend on how the machines are used after they are installed. An editorial this week makes the point that the capacity of a machine may not be fully utilized because related operations may not have been adjusted accordingly. Man-hours may be saved at the expense of inefficient use of new equipment. There may be many instances, it is suggested, where employment of another man will save, in realization of the unused part of a machine's capacity, more than that man's wages will come to.

When the first Diesel-electric locomotives were put in service there was a more or less general impression that damage by fire was very unlikely to occur in normal operation, an article in this issue points out. But experience has taught the necessity for adequate precautions against fire, adequate means to overcome fires that occur, and adequate installations of devices to detect fires in the incipient stage. Such measures may appear to be costly, but they are cheaper than having an expensive unit out of service for days, or even months, while repairs are being made after a fire that might have been prevented.

PARMELEE OPTIMISTIC: While the railroads' freight traffic in the period 1947 to 1950, inclusive, is not likely to equal that of the war years, it ought to be greater than that of any year prior to the recent war, according to the survey of economic and transportation prospects made by Dr. Parmelee and others for the Railroad Committee for the Study of Transportation. This prediction is based, the news story in this issue explains, on the assumption that a generally high level of economic activity will be maintained for that period. Passenger traffic in the same years is expected to be better than in any of the depression years, but not equal to the peace-time peak of 1920.

IN BRIEF: Floods on the Susquehanna and its tributaries have disrupted rail service in central New York and Pennsylvania. . . "Super-seniority" for veterans has been ruled out by the Supreme Court. . . . The Illinois Central has been released from government control.





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RAILWAY AGE

A Truce, Not Peace

When it became politically more dangerous to permit the railroad strike to continue than to suppress it, the Administration finally brought its power to bear on the recalcitrant union leaders and the strike came to an end. The strike had become personified in Messrs. Whitney and Johnston to such a degree that their public humiliation at the hands of the Administration is quite likely to be accepted as a satisfactory settlement by the government of the issues raised by the strike. It is nothing of the kind. The railroad strike, and the behavior of Messrs. Whitney and Johnston, are symptoms of this country's diseased labor relations, not the malady itself. President Truman's proposal for drafting men into the Army to put an end to strikes is a high-handed expedient to afford temporary relief from the lethal symptoms of overdeveloped union egoism, but with no attempt whatever to get at the causes of the disease.

These causes are neither hard to find nor hard to cure, given clarity of observation and honesty of purpose. Actual attack on these causes, however, would reduce the power of the political authorities as well as that of the union leaders—which is doubtless the reason why President Truman has proposed that the situation be met by giving him dictatorial powers over the unions, rather than by adopting the genuine remedy of trimming union power down to a size where it could not be dangerous and, consequently, would need no dictator to hold reins on it.

Power Must Not Be Concentrated

The center of all our serious political and economic difficulties-including the current acute labor troublelies in one simple cause, namely, the unhealthy concentration of political and economic power in too few hands. There is a preeminent political principle which holds that power corrupts and absolute power corrupts absolutely. There is no safety in society for anyone when too much organized power finds its way into the hands of any one man or group of men. Safety exists only when power is distributed, with only a little residing at any one place. The founding fathers fully recognized this principle and embodied their wisdom in the Constitution—which not only divided power between state and federal governments, but also provided the system of "checks and balances" to prevent any one branch of government from gaining ascendancy over the others. Furthermore, it reserved to the states or to the people the powers not specifically given to the new federal government.

A large part of the history of the United States since 1788—and especially since the Civil War—consists of the record of the constant, ingenious and manifold ef-

forts which have been made to undermine and circumvent these provisions for keeping political power distributed, localized, and checked, and consequently relatively harmless. Not only have private interests constantly sought to harness political power to particularistic ends, but central governments have constantly preyed on the powers of local governments—the states on the municipalities, the federal government on the states, and the executive branch on the legislative and judicial departments.

The Power of Big Business Curbed

Up until 1933 the principal and most successful efforts at concentration of political and economic power were those made by and on behalf of Big Business. Money and votes were the rewards which Big Business gave to politics for the privilege of establishing industrial monopolies, aided by high tariffs. Reaction to this concentration of power in the hands of Big Business arose in the 1870's and was sufficiently strong a decade later to secure the adoption of the Interstate Commerce Act and the Sherman Anti-Trust Act. The collaboration of political power with the leadership of industry and finance was further curbed under Theodore Roosevelt and Woodrow Wilson, and met final disaster under Franklin Roosevelt-remaining now only in the vestigial form of "public aid," such as that granted to highways, waterways, and aviation.

This collaboration of politics and Big Business, harmful though it doubtless was, never attained sufficient magnitude to halt general economic progress. Despite the "trusts" and high tariffs, the improvement in national production and income continued to keep pace with improved technology-with the result that the standard of living of all Americans constantly increased. With the advent of the New Deal, however, all that changed. It not only cut off all political favors (except "public aid") to business, but became actively hostile to all private business. It effected, instead, a combination with Big Labor, far more thoroughgoing and shameless than any Old Guard collaboration with Big Business had ever been. The Old Guard had merely quietly favored industrial bigness; it did not actively and openly seek to add to its powers and at the same time try to suppress all its rivals. But these things the New Deal has done for Big Labor. The result has been that, while technological progress has gone forward, economic progress (except as stimulated by the war) came to a dead stop under the New Deal. In the decade from 1929 to 1939 per capita national income expressed in dollars of uniform purchasing power declined from 560 to 549.

There had, finally, been imposed so many political restraints on the functioning of the economy-largely in the form of concentration of power in the hands of bureaucrats and labor leaders—that the machine was slowing down. The war temporarily suspended these restraining influences, but now they are coming into operation again-with the same disastrous effects that they brought on in the 'thirties. To locate these restraints is simplicity itself. For example, in the 1920's the United Mine Workers engaged in a prolonged strike, but the country suffered no disaster because a third of the nation's mines were not unionized. The President did not have to go to Congress seeking dictatorial powers to put down the mine strike because, then, the federal government had not yet acted politically-as it did later-to force practically all the nation's miners into John Lewis' union. The Monthly Labor Review for April, 1946, discloses that in 1945 there were 13.8 million employees in the country covered by union agreements and that, of this number, 74 per cent were working under various forms of the "closed shop," which means that employees are coerced into union membership if they do not join voluntarily.

With the closed shop, combined with the federal laws and administration of them which forbid the use of injunctions to forestall illegal acts; which countenance violence and discourage its punishment; which do not effectively prevent the use of union funds for political purposes; which have eliminated "company" unions; and which do not even require unions to bargain in good faith-the federal government has set up Big Labor with a monopoly power far greater than that ever enjoyed by Big Business and the "money power" in the hevday of their alliance with Old Guard politics. The truth of this assertion becomes at once apparent when it is recalled that never have coal operators, or railroad or industrial managements closed down their businesses and said to the country, "Pay up or we stay closed." Such behavior of management controlling the operation of the whole of any one industry would, at any time in the past fifty years, have resulted in the swift incarceration of the offenders. But union leaders have for years now been doing this very thing, not only without punishment, but without even violating the law.

Force Must Be Shackled Now

The course President Truman calls for to end this intolerable situation is not that the union leaders be relieved of the unnatural, unreasonable and unprecedented agglomeration of power that political favoritism has heaped upon them, but that the Administration be given authority to veto the use of this power, whenever it finds it necessary or expedient to do so. Let it be remembered, however, that all power corrupts and absolute power corrupts absolutely. The true remedy for the recent disastrous turn of industrial relations in this country is to end the concentration of so much power in so few hands—be they those of government, of industry, of finance, or of organized labor.

Legitimate business has not been destroyed by being denied the power to engage in coercive and monopolistic practices and in political activity. Neither would legitimate labor unionism be destroyed by being subjected to similar restraints. In his "trust-busting" ca-

reer, Theodore Roosevelt once said, "We must shackle greed as we have shackled force." Obviously the reverse has now become true, and today's job is to shackle force as greed has been shackled—and the only way effectively to shackle force is to discourage or prohibit its concentration, and to restore "checks and balances."

Whatever may be thought of the judgment of A. F. Whitney and Alvanley Johnston in precipitating a strike on the railroads, it is clear that the blame should rest as much or more upon the politicians who established the conditions which induced them to act as they did as it does upon them. The Wagner Act, and the kind of enforcement given to labor law by New Deal courts and the National Labor Relations Board, encouraged the rise to power of ruthless union leadership—those who applied the tactics of "sit-downs," "mass picketing," and open repudiation of concern for the national interest. This type of union leadership did not originate on the railroads or under the Railway Labor Act, but it invaded the field of railway labor and, here and there, took members away from the standard railway labor organizations. It is demanding too much of human nature to expect that a man of the temperament of A. F. Whitney should have sat idly by with his hands folded while his members were being wheedled away from him by union leaders whose selling talk was that they were more belligerent than he.

When the federal government repeals or extensively amends the Wagner Act and the Norris-LaGuardia Act, and otherwise discourages and regulates monopolies of labor as it does those of industrial management and finance, we may know that it is actually dealing with the causes of industrial anarchy and not just trying to hide the symptoms of it. If we permit no concentration of political and economic power outside the government, we shall need no political dictators or drafting of men into the Army to hold this power in check. We shall have no Hitlers or Stalins or Julius Caesars: (1) if we distribute political power as the Constitution says

MR. WHITNEY'S OWN DECISION

"Mr. A. F. Whitney, president of the Brotherhood of Railroad Trainmen, is revealing himself to be a consistently poor judge of public opinion. This is certainly true of his remark that "we are the richest labor organization" and his reported declaration that his union will use the whole \$47,000,000 in its treasury, if need be, to defeat President Truman if he runs for re-election. . . .

"In point of fact, what good reason has Mr. Whitney to believe that injustice has been done him? The case of his union received long and careful consideration under the Railway Labor Act. When negotiations under that statute ended in deadlock, the President appointed a fact-finding board which awarded Mr. Whitney's union a substantial increase from the already high level of wages which has made it, in Mr. Whitney's own words, 'the richest labor organization.' When this failed to satisfy Mr. Whitney, the President then overruled his own fact-finding board, compromised his own issue and offered Mr. Whitney something more. And when even this was judged to be not enough, it was Mr. Whitney's own decision that called the strike that paralyzed the business and threatened the health and welfare of the country. It was not the Truman Administration that stirred the country to protest. It was Mr. Whitney."

—The New York Times, May 28.

it should be distributed; (2) if we put no class of citizens above the law; and (3) if we will hold the government to the job of governing and out of the domain of producing, pricing and otherwise supervising non-mo-

nopolized goods and services.

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The temporary respite now given to the railroad industry from active turmoil in its labor relations would be well spent in correcting such working conditions as may justify reasonable complaint and in an effort to promote a better understanding by its employees of the economic facts of the railroads' position. As long as employees hold their present fantastic opinions of the magnitude of railroad earnings, it is small wonder that there is no ceiling whatever on the demands they believe they are justified in making on their employers.

M. of W. Men "on the Spot"

If there is anything to the old adage that one's ears burn when he is being talked about behind his back, the ears of track maintenance officers, individually and collectively, may well have been near red heat recently when a couple of railway supply men expressed themselves forthrightly about what they called "lack of acceptance of the advanced thinking of others, and a penny-wise attitude, that continue to retard the development of new and improved materials and equipment in the interest of higher standards of maintenance and over-all economy."

Citing recent pronouncements of certain maintenance officers purporting to discuss the solution of the problems ahead for their department, one of these critics could see in the discussions little to give him the encouragement he sought. He had hoped that, confronted with new and unusually difficult problems, which he quite correctly foresaw as complicated in many respects by an urgent need for carefully controlled costs, he would have evidenced new determination that maintenance men plan to strike out boldly at their problems—at their source—rather than, as he put it, "continue to peck away at the surface."

The other supply man was particularly critical of what he called "the theory men," who, he said, had lost their practical viewpoint, and thus cannot see the really big possibilities that are open to their department.

Reminded that these were broad and serious charges, that many outstanding advances have been made in maintenance of way methods and practices over the years, and that maintenance officers must proceeds with a high degree of caution where the factors of safety and large expenditures are involved, these critics retracted only to the extent of admitting that there are many exceptions to the general rule. But they both held tenaciously to their general viewpoints, with the only concession that many maintenance officers are so overburdened in running their departments that they cannot see the way out of their major problems with the proper perspective. To them, it is another case of being too close to the forest to see the trees.

Knowing that the vast majority of maintenance officers are big enough to "take it," and that criticism, even if severe, is often helpful in being a spur to critical selfexamination, we have no hesitancy in airing these views here. Every maintenance man who reads these lines knows well within himself whether the shoe fits—knows better than anyone else.

Economics—Or Management?

A machine tool was installed, recently, in a railroad repair shop to do a specific job; namely, to produce in 8 hours 120 units of a machined part used in large quantities on cars and locomotives. This \$40,000 machine replaced two obsolete machines that together were not able to turn out the 120 units required. The new machine, in spite of the ability of the builder's demonstrator to perform at the rate of 120 units a day, has not yet, in the several weeks it has been in service, produced at a rate greater than 80 units a day. Already the shop management is questioning the wisdom of the investment on the ground that, under the conditions prevailing, the old machines could have continued to produce the 80 units at considerably less cost.

On the basis of 300 working days a year the operating cost of this machine is about \$5 an hour, including fixed charges. At 80 units a day it produces 5.7 units less per hour of working time than it was built to produce and at a cost of 14 cents per unit more than if it were producing at the 120-per-day rate. In the course of a normal year the railroad company has been denied the use of over 13,000 units in service and has spent about \$3,400 more than it should for the parts.

Before condemning either machine or ability of the operator there are other important factors that must be considered. The new machine is producing parts of greater accuracy, which in itself contributes to the reduction of assembly operations and increases service life of the parts. The fact that the machine could produce at the 120-a-day rate on the builder's test floor shows its

possibilities. What then is the trouble?

Railroad shop supervisors too often look upon a machine tool as having the sole function of removing metal from a part without realizing that a modern machine tool, with modern cutting tools, has actually reduced the metal-cutting time involved in many operations to an insignificant part of the floor-to-floor time. The floorto-floor time consists, in most operations, of loading and unloading the machine; setting up the work; setting the tools; checking the dimensions and machining the part. On the above-mentioned machine, at the production rate of 80 units a day the average floor-to-floor time is between five and six minutes, of which the actual metal cutting time is only 50 seconds. It would appear that the ability to get the extra 40 units a day might depend entirely upon improving the loading and unloading operations. This time might be materially reduced by assigning a helper to that job.

Could it be that management has concentrated so intensely upon saving man-hours that, in a case of this kind, it is actually spending the equivalent of the wages of another man, in an inefficient operation, for the privilege of denying itself the use, in service, of 13,000 additional units which two men, an operator and a helper,

instead of one, might conceivably produce?



Railroads Returned to Owners After New Truman Tactics End Strike

O. D. T. Director Johnson acts promptly to terminate federal control 24 hours after two-day strike of trainmen and engineers was settled on basis of proposal once rejected by Whitney and Johnston

WASHINGTON, D. C.

GOVERNMENT control of the rail-roads was terminated by Director J. Monroe Johnson of the Office of Defense Transportation as of 4 p.m. Sunday, May 26, 24 hours after the two-day strike of trainmen and engineers ended with the capitulation of A. F. Whitney, president of the Brotherhood of Railroad Trainmen, and Alvanley Johnston, grand chief engineer of the Brotherhood of Locomotive Engineers, to the terms of President Truman's compromise proposal of an 181/2 cents per hour wage increase and a withdrawal of all ruleschange demands for one year. The railroads were under government control for exactly nine days, the President having taken them over as of 4 p.m. May 17, 24 hours in advance of the time originally set for the strike (4 p.m. May 18), which was later postponed for five

The capitulation of Messrs. Whitney and Johnston came only a few minutes before President Truman went to Congress with his May 25 message asking for legislation to deal with the strike emergency, including authority "to draft into the armed forces of the United States all workers who are on strike against their government." On the previous evening, the President had made his radio address assailing the strike and Messrs. Whitney and Johnston by name, and asserting his determination to call upon the Army to assist O. D. T. in operating the trains if "sufficient workers to operate the trains have not returned by 4 p.m. tomorrow."

Proposal Once Rejected

Two days before the settlement, on the day the strike started, the two union leaders had rejected President Truman's compromise proposal, calling it "less favorable" than the emergency board report which recommended for B. of R. T. and B. of L. E. members a 16 cents per hour wage increase and some changes in working rules.

Meanwhile, the three other operating unions and 15 organizations representing non-operating employees had also agreed to the President's proposal, the settle-

ment with them disposing of the proceeding they launched recently to obtain for their members another 14 cents per hour in addition to the arbitration awards of 16 cents. Terms of the settlement are that the 181/2 cents per hour increase shall become effective as of May 22, and that the retroactive adjustment for the period from January 1 to May 22 shall be on the basis of 16 cents per hour as awarded by the arbitration boards and recommended by the emergency board. It has been estimated that the settlement will add more than \$700 million dollars to the railroad industry's annual wage bill, including payroll taxes.

As noted in the Railway Age of May 25, page 1052, postponement of the strike from May 18 until May 23 was agreed to by Messrs. Whitney and Johnston in response to a telephoned request from President Truman, who assured the union leaders of his confidence that "further progress could be made toward a settlement if negotiations with the railroads were resumed." Accordingly, Messrs. Whitney and Johnston, who had returned on May 17 to their Cleveland, Ohio, headquarters, came back to Washington, arriving there on Sunday, May 19, for a renewal of the discussions.

President Suggests Compromise

On that and the two following days, Dr. John R. Steelman of President Truman's staff held a series of separate discussions with the two union leaders and with representatives of the railroads. With no progress made by the end of the May 21 meetings, President Truman met with the parties at the White House on May 22 and put forth his compromise proposal. It was accepted promptly by the 18 non-striking unions and the management representatives, but Messrs. Whitney and Johnston took the matter under advisement, agreeing to give the President their answer on the following day by noon, three hours before the

The answer was a rejection, embodied in a letter wherein Messrs. Whitney and Johnston addressed the President as "Sir." As indicated above, the letter called the Presidential proposal "less favorable" than the emergency board report, and said that "the improved changes in working conditions as provided by our request for rules is the most important issue in our present controversy."

"The suggested 181/2 cents," the letter continued, "amounts to less than 12 per cent increase in pay for many of our men. It falls too far short of the recognized 33 per cent increase in the cost of living as recognized by your Department of Labor. Our minimum demand as left with you was 18 per cent, which would bring the men up to this formula. Your emergency board knew and you should know that our transportation employees have slipped since 1936 from second position to twenty-seventh (bottom) position in percentage raises in hourly compensation. It is this maladjustment that we seek to correct.

"We have told you many times that the present agitation among the men in service is extremely serious and that their demands could not be abandoned or disregarded, and, therefore, your offer is unacceptable."

President Truman did not receive Messrs. Whitney and Johnston when they arrived at the White House shortly before noon on May 23, but Dr. Steelman was on hand to continue his discussions with them. Dr. Steelman also summoned management representatives to the White House and the discussions there continued into the evening, breaking up with reports of no progress while the strike had in the meantime got under way on schedule at 4 p.m.

Talks Continue As Strike Starts

The mediation proceedings were transferred on May 24 to Washington's Statler hotel; and Dr. Steelman there continued his separate discussions with the two union leaders and the management group, spending the day at it except for the mid-afternoon period when he was at the White House attending the meeting on the strike situation which the President held with his cabinet and labor advisers. That meeting was fol-

lowed by announcements of the President's decisions to deliver his radio address of that evening and his special message to Congress on the following

In the radio address, reproduced elsewhere herein, the President outlined the history of the controversy, mentioning Messrs. Whitney and Johnston by name several times and contrasting their course with that of leaders of the 18 non-striking unions. He also appealed to B. of R. T. and B. of L. E. members over the heads of their leaders, saying "it is inconceivable that the rank and file of these two unions realize the terrifying situation created by the action of these two men."

Whitney and Johnston Isolated

On the following morning, May 25, Presidential Secretary Charles G. Ross announced that, on orders of the President, the government had ended its mediation efforts so far as they concerned the striking trainmen and engineers. Dr. Steelman thereupon called a meeting between representatives of the carriers and the 18 non-striking unions for the purpose of working out an agreement on the basis of the 181/2 cents per hour proposed by the President. It was explained at this time that the carriers' acceptance of Mr. Truman's proposal when he made it on May 22 was with the understanding that it would be accepted by all 20 unions. At the May 25 meeting, however, the carriers agreed to go along on the President's proposal with the 18 non-striking unions, and the signing of the memorandum agreement at that time was followed at 7 p.m. the same day by the signing of the formal agreement.

Meanwhile Messrs. Whitney and Johnston, their contact with Dr. Steelman cut off, called on Secretary of State Byrnes on the forenoon of May 25. Upon returning to their hotel they made public another letter written to Mr. Truman on that day and addressing him as "Dear Mr. President." The letter offered to call the trainmen and engineers back to work on the basis of the emergency board report, i.e., a 16 cents per hour wage increase and the few recommended rules changes-"if you, Mr. President, will allow us to negotiate with you further concerning any other fair wage increases."

The Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Trainmen," the letter said, "are patriotic men and they wish to cooperate with you in every possible way in the maintenance of rail service in the country. We know, however, that you want to be fair to our men, and that you will be fair to our men. We know that you would not ask us to surrender our deep convictions that the carriers have not given our people the consideration they deserve.

"But we regret deeply the impression that our men are not willing to work for the government. We will work for the government. As you have by now heard, we had last evening a very constructive talk with the Hon. James F. Byrnes, secretary of state, and the Hon. Lewis B. Schwellenbach, secretary of labor. It was suggested that, if the government feels that it should not enter into a permanent agreement with the engineers and trainmen, we would be willing to negotiate a temporary agreement for the duration of federal control if you would approve an increase of 18.5 cents an hour, or \$1.48 a day and the seven rules recommended by your board, with appropriate interpretations, with the further proviso that we would be willing to arbitrate such other rules as we are unable to settle through negotiations with the railroads.

"At the same time it was our understanding that this proposal would be submitted to the railways, but we were advised later that no action was taken in connection with it.

"Your suggestion of an 18.5 cents increase would deprive us of the seven rules changes recommended by the members of your emergency board.

"Our men await only your word that

I.C. Also Returned to **Private Operation**

Government control of the Illinois Central, which was taken over on August 23, 1945, was relinquished by the Office of Defense Transportation as of 4 p. m. May 27, the day after the 337 roads seized under President Truman's May 17 order were returned to their owners. Because the I. C. was under government control before their strike call was issued. the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Engineers exempted it from the walkout.

The I. C. was seized after the Brotherhood of Locomotive Firemen and Enginemen had threatened a strike following rejection by that union of an emergency board report on a dispute involving the seniority date, as engineer, of a fireman promoted to the engineers' roster. The first federal manager was W. F. Kirk who served from August 23, 1945, until November 1, 1945, when he was succeeded by Homer C. King, deputy director of O. D. T. Mr. King served until May 17 when he was succeeded by C. H. Buford who had meanwhile been appointed federal manager of the 337 roads involved in the strike.

they can return to work for the government on the basis of the award of your emergency board, that is the seven rules changes, with appropriate interpretations, and 16 cents an hour wage increase, to be effective January 1, 1946, if you, Mr. President, will allow us to negotiate with you further concerning any other fair wage increases.

"In returning to work on this basis we know that we can rely also on your fairness and good will to keep the door open to further consideration of those differences regarding working rules changes which apply to the membership of our two unions and in which the nonoperating rail unions have no interest. This would leave the matter of our contract with the carriers to be worked out

in further negotiation.

"When the permanent settlement is made we believe we can rely upon you to see that any benefits received by our men above those enjoyed during the period of government operation should be made retroactive.

"Last evening you stated over the radio that the engineers and trainmen were among the highest paid workers in the country. We respectfully submit that you will find that the records show that we rank number 27 in the matter of wages. This can be borne out by the records presented to your emergency board.

"Some years ago the men we represent received wages which compared fairly well with higher paid labor. However, because of the handicaps with which we have been confronted due to restricted legislation and a desire to refrain from inconveniencing the public, we now find ourselves in a very unfavorable situation as compared with other labor. Furthermore, many of our members at this time are suffering reprisals from their employers, and if a settlement can be effected these men are certainly entitled to protection. We know, Mr. President, that if our men, upon our faith in you, return immediately to work, we can count upon it that you would not allow such reprisals to be inflicted upon them.

"We respectfully submit these suggestions to you, Mr. President, in our earnest desire to restore full and complete railway service to the nation at

President Goes to Congress

There was no response to this letter from the White House, where President Truman was reported to be putting the finishing touches on his message to Congress. However, contact between Dr. Steelman and the two strike leaders was reestablished and out of it came their The signing by Messrs. capitulation. Whitney and Johnston and the carrier

representatives of a memorandum of agreement on the basis of the President's 18½ cent proposal was announced at 3:58 p.m., two minutes before Mr. Truman was scheduled to begin his address to Congress. The news was relayed to Capitol hill, and Mr. Truman interpolated an announcement of it in his message.

Like the radio address, the message, also appearing elsewhere herein, assailed Messrs. Whitney and Johnston, saying that the strike, which "threatens to paralyze all our industrial, agricultural, commercial, and social life," had been brought about "by the obstinate arrogance of two men." The message then went on to call for "temporary legislation to take care of this immediate crisis," and "permanent legislation leading to the formulation of a long-range labor policy designed to prevent the recurrence of such crises and generally to reduce stoppages of work in all industry for the future." Bills drawn to the specifications set up in the President's message were introduced immediately and the House followed through to immediate passage of its bill; but immediate action in the Senate was blocked.

After the settlement was reached, the back-to-work message went out from the two unions' headquarters in Cleveland, and Mr. Whitney spoke over the radio from Washington, addressing his remarks particularly to B. of R. T. and B. of L. E. members and confessing that "we lost our case."

"Esteemed engineers, trainmen and yardmen," he said, "the strike that has been on for the last 48 hours was called off at 3:58 this afternoon due to the pressure brought upon us by the President of the United States in his address last evening. We wish to congratulate the thousands of loyal engineers, trainmen and yardmen as well as the men in the rank and file for their unstinting loyalty to our organization in this struggle for human justice.

"Lost Our Case"

"We confess that we have lost our case. Nevertheless we sincerely hope that in the near future we will be able to prosecute the rules program which you are so much entitled to and to gain these rules for you.

"The infamous Smith-Connally act played a large part in this picture in defeating our cause.

"These men worked long hours during the World War. They were loyal to their employers and patriotic to the nation. When the war was over, railroads showed their appreciation of the fine service rendered by denying you consideration in connection with your

rules program. Let us return to the job that has been done so well in the past and undertake to restore confidence on the part of the public and let us pray that the men on 'the hill' who would crucify labor at this time by the enactment of more vicious legislation cool off and refrain from acting while they are mad. For those whom the gods would destroy they first make mad.

"Brother Johnston and fellow workers, I would express to you our deep appreciation for your cooperation, and we grieve for you while thousands of railway employees and their families are sending up mute prayers in the hope that the day will come when democracy will reign again in America and labor can assert its rights without being shackled by government."

In subsequent interviews Mr. Whitney was reported as bitterly assailing the President and asserting that the B. of R. T. would spend large sums of money in an effort to prevent both the election of Mr. Truman for another term and the reelection of congressmen who support the anti-strike legislation sought by the President. The foregoing radio talk by the B. of R. T. president drew from D. B. Robertson, president of the Brotherhood of Locomotive Firemen and Enginemen a statement which took as its text the strike leader's confession that he had lost his case.

Robertson Raps Strike Leaders

"That," said Mr. Robertson, "was not an unexpected confession, for any one possessed of an elementary knowledge of labor relations, which apparently Mr. Whitney does not have, would have known that a strike against the government was foredoomed to failure. He placed the blame, in large part, upon the 'infamous Smith-Connally Act' which he knew existed when he called the strike, and the effect of which he must have known. But regardless of law he plunged ahead like a bull in a china shop, followed meekly by 'Me-too Johnston.'

"The sad and regrettable thing is not that Mr. Whitney has lost his cause, but that he has seriously prejudiced the cause of organized labor in general, and railway labor in particular. He did it in the face of certain defeat and for personal greed and vanity. The interests of engineers and trainmen, as well as those of other workers, were completely lost sight of in an attempt to bolster his already sagging reputation.

"While the quarrel between Mr. Whitney and the railroads was going on concerning an increase in wages and a few scattered rules, the Brotherhood of Locomotive Firemen & Enginemen, the Order of Railway Conductors, and the Switchmen's Union of North Amer-

ica were progressing with the railroads in the manner provided by law a well integrated program which offered every prospect of success in the near future. Our officers and representatives of the carriers were prepared to immediately establish committees to discuss and agree upon changes in rules which are needed and have been long sought by railroad employees.

"In a vain effort to beat our organizations in obtaining these rules, Mr. Whitney decided to throw the railroads and the country into chaos. And the result has been that in order to restore peace in the railroad industry at the insistence of the President of the United States, all of the organizations have been obliged to forego for a period of a year the right to discuss the rules on a national basis and agree upon them in conference. The stigma for this delay and the loss of these rules to railroad men for the period of a year lies on the doorsteps of Mr. Whitney and Mr. Johnston, and railroad men all over the country will suffer from their lack of foresight and their greed for power.

"What is equally important, the immature judgment of these men has brought down on the heads of all organized labor the most drastic and fearful labor legislation in all history. The hysteria that was responsible for the Presidential recommendation for strong anti-labor legislation, and the Congressional enactment of that legislation, was generated almost entirely by the ill-considered strike against the government carried on by Whitney and Johnston without the approval and support of more than a million other employees in the railroad industry whose interests are always vitally at stake when public interests are affected.

"When railroad men view the legislation which Congress is now enacting into law, and find out that their carefully worked-out rules program has been stalled for a year, they can charge only Mr. Whitney and Mr. Johnston with complete responsibility for this debacle.

"While we regret exceedingly that Congress has adopted anti-labor legislation, it would seem appropriate, in view of the fact that legislation is customarily given a short title, that the new law should be called the 'Whitney-Johnston Act' to the end that railway employees may remember for all time to come the recent nefarious activities of these men."

Drastic Freight Embargo

While all of the foregoing was taking place, O. D. T. was following through on the program announced at the time of the strike's postponement by Director Johnson, i.e., it continued to develop and perfect its plans "for running the Amer-

Excerpts from Editorial Comment on the Railroad Strike

THE STRIKE BEGINS

A strike which is nothing less than a national catastrophe began at 4 o'clock yesterday afternoon when the railway engineers and trainmen left their posts. At that hour President Truman was making a futile last effort to achieve a settlement by offering the unions more than his own emergency fact-finding board had awarded them. This effort And with its failure began a strike which, even if prolonged only for a few days, will have disastrous effects on the American economy. Workers will find themselves cut off everywhere from the inward shipment of raw materials and the outward shipment of finished products on which their livelihood depends. The populations of cities will find themselves cut off from their very food supply.

Once more it has been demonstrated, more emphatically than ever before, that essentially private organizations have been endowed by Congress with power to cripple the entire American economy, and that they will not refrain from using that power. Once more it has been demonstrated that these organizations will reject the awards of government boards and bring the country's business to a halt in order to achieve a purpose

of their own.

The Administration itself has played weak and spineless role in this affair. President Truman allowed the decision of his fact-finding board to be rejected without throwing his support behind that decision, without even making a clear public statement pointing out what its rejection would mean. It means that the elaborate ritual of mediation and arbitration provided by the Railway Labor Act has proved useless. It means that the railway unions themselves have contemptuously junked the law enacted for the very purpose of assuring them fair treatment. It means that the unions are proceeding on the theory that they can get more by striking than not strik-With a long record of weakkneed government surrenders to encourage them in their decision, they have assumed that in the end they will be rewarded and not penalized for crippling the nation's economy. . . .

-The New York Times, May 24.

THIS STRIKE IS AGAINST YOU

There are 50,000 union engineers and 200,000 union trainmen, and their strike has paralyzed the nation's railroads.

Their strike is against you. You may not realize it yet. But let it continue only a day or so and you will know.

Millions of people realize today that this strike is against them. . . .

You may know none of them. You may read of their troubles today with a feeling of calm detachment. You may imagine you will be untroubled. Just

A little time-a very little time-and the almost incredible damage that can be done by this reckless, foolish, disastrous strike will begin to touch every individual in every home in every city, town and county in every state.

The engineers and trainmen have no grievance that could justify this. Their real or fancied wrongs can never excuse what they and their unwise leaders are doing to America. There is no right to strike that goes this far.

Their strike-of 250,000 men against a nation-is against the democratic principle of majority rule. .

It is against the 140,000,000 people of America.

It is against the city dwellers, whose food supplies will dwindle, whose health and safety will be endangered, whose mails will be delayed, whose streets will be darkened, whose local transportation will be crippled.

It is against the farmers who cannot move their perishable crops to hungry

It is against millions facing starvation in war-torn lands to which America has promised food.

It is against the industries of this country which it will close down, and the businesses of this country from which it will withhold goods to sell. . . .

This . . . strike is against the government. It differs from the coal strike only in that its damage spreads more swiftly-only in that it may more quickly impress the American people with the brutal truth that a strike against the government is a strike against everybody-including you.

-The New York World - Telegram, May 24.

STRIKES INTO REVOLUTION

There were two revealing points in President Truman's radio address. . . .

Mr. Truman laid particular emphasis on his record of friendship to organized labor; about to take steps designed to preserve law and order in behalf of all the community, the President apparently felt it necessary to imply some apology to the group that threatened law and

Also Mr. Truman chose to center his condemnation on two labor leaders. anyone familiar with the record of industrial disputes over the last dozen years, it is quite clear that Messrs. Johnston and Whitney are neither the most arrogant nor the most extreme of their kind. They were not employing any unprecedented tactics. Quite the contrary, they were following those which had been approved and which had won victory in other strikes. . . .

Now see how the strike was ended. Not a single extraordinary power was used. The President merely employed the most fundamental power of the executive, to protect life and property by an accepted instrument. The immediate moral support that such an announcement called forth doomed the strike which all the intricate arbitration machinery and all the extraordinary powers of the government had been unable to prevent.

With that example before him, Mr. Truman nevertheless . . . asked more

emergency powers. . . .

The heart of the proposed program is the drafting of workers into the Armed Services if they persist in refusing to work after the government has taken over the operation of a property. .

It is politically impossible to propose that some men be drafted to work for other men's profit, so whether the owners are guilty or innocent of wrongdoing the government proposes to take their property and operate it for the profit of the federal treasury. That is certainly grease for the toboggan that would shoot the country into state capi-

Mr. Truman has found the way to turn strikes into revolution.

-The Wall Street Journal, May 27.

ican railroads with as little initial reduction in service as possible." Acting at O. D. T.'s request, the Interstate Commerce Commission issued Service Order No. 520 which placed an embargo on the movement of all railroad freight as of the walkout time, and appointed Warren C. Kendall, chairman of the Car Service Division, as general permit agent. The order also directed that priorities in the issuance of permits be given to specified traffic as follows:

1. Food for human consumption; feed for

2. Fuel, including coal, coke, coke by-products, gas line, fuel oil, kerosene, lubri-cating oil, lubricating grease, petroleum wax, liquefied petroleum gas. Return of cating oil, lubricating grease, petroleum wax, liquefied petroleum gas. Return of empty liquefied petroleum gas containers. Petroleum asphalt when billed to manufacturing plants to be used as fuel or in the production of briquettes.

3. Medicines, drugs, soaps, surgical instruments, hospital, sick room and druggists

Chemicals to be used for purification of water supply, sewage disposal, and for

sanitary and public health requirements.

5. Newsprint.6. Containers for food, medicines, drugs; and container materials consigned to manu facturers or processors.
7. Repair or replacement parts necessary

to maintain essential transportation opera-

tions during the existence of the emergency.
8. Articles covered by express money classification when moving in express 9. Other commodities when transporta-

tion conditions will permit.

The order, originally set up to be ef-

fective from 4 p.m. May 23 until 11:59 p.m. June 5, was vacated as of 10 a.m. May 26. Then there was General Order ODT 66 which directed that each railroad operating passenger train schedules "shall give preference and priority to the transportation of United States mail, and when necessary to accord such preference and priority, shall limit or restrict the number of passengers transported on any passenger train." This order became effective as of the strike hour, and on the following day, Postmaster General Hannegan placed an embargo on all mail, other than first-class letters or packages of 16 ounces or less. General Order ODT 66 was revoked as of 6 p.m. May 25.

Told to Recruit New Employees

At 10:45 p.m. on May 24, shortly after President Truman had delivered the radio address announcing his determination to operate the trains with the aid of the Army if the strikers had not returned to work by 4 p.m. the following day, Federal Manager Charles H. Buford sent to the 337 strike-bound railroads this telegram: "If the striking employees have not returned to work by 4 p.m. May 25th, you will immediately institute an intensive recruiting campaign for needed employees using your own hiring facilities or by advertising or radio, and should cell on the U.S. Employment Service and the Railroad Retirement Board for assistance in meeting your needs: and have your designated representative call on the commanding general of the appropriate service command for any assistance needed in removing pickets from railroad property and furnishing necessary protection to workers getting to the job."

Meanwhile, O. D. T. had proceeded to mobilize the country's non-rail transportation facilities. It obtained from the I. C. C. Service Orders Nos. 521 and 522, which permitted motor and water carriers of passengers and property, upon authorization from the commission's Bureau of Motor Carriers, to transport all persons and property designated by the director of O. D. T. as of an emergency nature—"regardless of the scope of present operating authorities."

Also, Director Johnson issued on May 23 a series of orders designed to coordinate the emergency use of motor, water, and air transportation. General Order ODT 61 required motor carriers to formulate joint-action plans and give preference to carriage of specified commodities. Administration of this order was delegated to the I. C. C.'s Bureau of Motor Carriers, subject to the authority of O. D. T.'s director of highway transport.

Other O. D. T. general orders in-

cluded General Order ODT 62, directing private truck owners to formulate joint action plans and to lease serviceable and suitable trucks to other private carriers or to common carriers for over-the-road transportation of commodities on the preferred list; General Order ODT 63, directing intercity bus operators to effectuate joint-action plans for pooling equipment and traffic and coordinating schedules, and to acquire additional equipment wherever possible; General Order ODT 64, directing water carriers to give priority to commodities on the preference list; and General Order ODT 65, providing for the use of all commercial aircraft in the strike emergency.

Before issuance of the foregoing O. D. T. orders, there had come from the White House on May 23 another executive order of the President, "further defining the functions and duties" of O. D. T. It delegated to Director Johnson additional Presidential powers "for the purpose of allocating the use of transportation equipment and facilities of rail carriers, motor carriers, water carriers (except vessels under the jurisdiction of the administrator of the War Shipping Administration), and air carriers, upon such conditions and to such extent, as the director shall deem necessary or appropriate in the public interest and to promote the national defense.'

A May 25 statement from O. D. T. said that the coordinated air transport facilities of scheduled and non-scheduled airlines, and of the Army and Navy had in the previous 24 hours "broken the first-class mail and priority shipment bottlenecks," with the "tremendous amount of airlift" not being used to full capacity. What was done in the way of mobilizing non-rail facilities was summarized in a post-strike statement wherein Director Johnson expressed his appreciation of the cooperation received by O. D. T.

Mobilization Plan

"The Office of Defense Transportation," the statement said, "promptly developed plans to meet the emergency. It was fully prepared to mobilize transportation for the nation's essential needs, and did so aggressively and effectively. Facilities for transportation by air, water and highway were available in excess of demands for the shipment of essential commodities.

"Other government agencies, state and local authorities, and private associations of carriers cooperated effectively with the O. D. T. Necessary orders for the emergency regulation of the various forms of transportation were issued by the O. D. T. and by the Interstate Commerce Commission at the request of the O. D. T., and by the Civil Aeronautics Board.

"Motor transport was organized under Guy A. Richardson, director, Highway Transport Department of the O. D. T., with the effective assistance of the I. C. C. Bureau of Motor Carriers and its field staff throughout the country.

"Air traffic was handled by Robert Ramspeck, executive vice-president of the Air Transport Association, as director of the Airway Transport Department of the O. D. T., and J. J. O'Donovan as special assistant for air to Colonel Johnson.

"Water transportation was directed by Laurence C. Turner, director, Waterway Transport Department of the O. D. T. The War Shipping Administration and the Maritime Commission cooperated.

"Each of these directors was assisted by an advisory committee representing the respective transportation industries.

"The coordination of water, air and highway transportation to meet all emergencies in all localities and in accordance with the needs of the federal manager of the controlled railroads was conducted by the O. D. T. through Dr. G. Lloyd Wilson as coordinator.

"The Army cooperated effectively in this emergency. It furnished motor equipment for emergency transportation, and was alerted and ready to afford protection to all railroad men working, and to operate the trains with its transportation personnel. The Air Force, including the Air Transport Command, cooperated effectively with the O. D. T.'s air program.

"The Navy cooperated promptly and enthusiastically in supplying highway and water transportation equipment. The Naval Air Transport Service assisted effectively in furnishing air transportation in conjunction with the O. D. T. Air Transport Department."

"Fullest Cooperation"

Along with Director Johnson's statement was another from Federal Manager Buford, who said: "We have had the fullest cooperation from all railroad officers in the strike situation which has just passed and the other employees not affected by the strike remained on the job when there was work for them to do and appeared to do their work cheerfully. The Army responded promptly to any requests that we made of them."

By Monday of this week, O. D. T. was able to announce that "railroad transportation affected by the recent strike is again entirely normal." The announcement added that "all road, shop and other forces are working; there is no congestion in road or yard operation, and movements there are normal." It went on to tell of further action on

Plain Speaking from President Truman!

On the Radio . . .

MY FELLOW COUNTRYMEN:

T COME before the American people tonight at a time of great crisis. The crisis of Pearl Harbor was the result of action by a foreign enemy. The crisis tonight is caused by a group of men within our own country who place their private interests above the welfare of the nation.

As Americans you have the right to look to the President for leadership in this grave emergency. I have accepted the responsibility, as I have accepted it in other emergencies.

Every citizen of this country has the right to know what has brought about this crisis. It is my desire to report to you what has already taken place and the action that I intend to take.

Negotiations between the unions and the railroad operators started in accordance with the Railway Labor Act. Twenty unions were involved. Eighteen of these unions agreed to arbitrate the wage question, and an award was made. Alvanley Johnston, President of the Brotherhood of Locomotive Engineers, and A. F. Whitney, President of the Brotherhood of Railway Trainmen, refused to arbitrate the matter for their unions and instead took a strike vote. An emergency board heard the case of these two unions and recommended the same wage increase awarded to the other 18 unions. Mr. Johnston and Mr. Whitney, however, rejected the emergency board's recommendation in its entirety.

I began conferring with Mr. Whitney and Mr. Johnston as far back as February 21, 1946, in order that every effort should be made to avert a rail strike. When it became evident that the parties themselves were unable to agree, I submitted a compromise proposition to all the parties involved.

Negotiations were made considerably more difficult by the attitude of Mr. Whitney and Mr. Johnston in refusing my request that they meet with the operators and the other 18 unions in a joint conference in the office of the President of the United States. They agreed to meet with the operators but not in the presence of the representatives of the other unions. Accordingly, three separate conferences had to be held in the White House.

The unions had been awarded an increase of 16 cents per hour and certain changes in rules by the arbitration and emergency boards. I recommended that they accept the 16 cent increase awarded

Following the refusal of A. F. Whitney and Alvanley Johnston to accept the White House wage compromise proposal which the carriers and the leaders of 18 other railway unions agreed to, members of the engineers' and trainmen's brotherhoods struck at 4 p. m. May 23. On the following day President Truman, having broken off negotiations with the strike leaders, made at 10 p. m. (Eastern Time) a radio talk to the nation in which he indicated that he would appear in person before Congress on May 25 to ask for legislation to implement his plans to break the strike. The texts of the radio talk and the President's address to Congress on the railroad strike are published here.

by the boards, plus $2\frac{1}{2}$ cents in lieu of rule changes. These rule changes had been considered by the emergency board, which recommended that most of them be negotiated by the parties.

After consideration, this compromise was accepted by the operators and by 18 of the unions. These 18 unions were cooperative. They placed the interests of their country first. The compromise was rejected by the locomotive engineers and the trainmen.

This offer of an increase of 18½ cents per hour was eminently fair. It would have resulted in actually increasing the take-home pay of the union members above the greatest take-home pay which they enjoyed during the war. In addition, these two unions are among the highest paid unions in the country. It is also important that the suggested increase of 18½ cents was within the wage stabilization formula—and this formula must be maintained.

Instead of accepting this offer, as did 18 of the unions and the operators, Mr. Johnston and Mr. Whitney chose to reject it and to call a strike of their unions. I assume that these two men know the terrible havoc that their decision has caused and the even more extreme suffering that will result in the future. It is inconceivable that the rank and file of these two unions realize the terrifying situation created by the action of these two men.

The effects of the rail tie-up were felt immediately by industry. Lack of fuel, raw materials and shipping is bringing about the shutdown of hundreds of fac-

(Continued on facing page)

... and to Congress

Mr. President, Mr. Speaker, Members of the Congress:

DESIRE to thank you for this privilege of appearing before you in order to urge legislation which I deem essential to the welfare of our country. For the past two days the nation has been in the grip of a railroad strike which threatens to paralyze all our industrial, agricultural, commercial, and social life. . . .

As I stated last night, unless the railroads are manned by returning strikers, I shall immediately undertake to run them by the Army of the United States.

I assure you that I do not take this action lightly. But there is no alternative. This is no longer a dispute between labor and management. It has now become a strike against the government itself. That kind of strike can never be tolerated. If allowed to continue, government will break down. Strikes against the government must stop. I appear before you to request immediate legislation designed to help stop them.

I am sure that some of you may think that I should have taken this action earlier, and that I should have made this appearance here before today. The reason that I did not do so was that I was determined to make every possible human effort to avoid this strike against the government and to make unnecessary the kind of legislation which I am about to request.

For months, publicly and privately, I have been supervising and directing negotiations between the railroad operators and the twenty different railroad unions. I have been doing the same with respect to the pending labor dispute in the coal mines. Time and again I have seen the leaders of the unions and the representatives of the operators. Many hours have been spent by me personally and many days have been spent by my representatives in attempting to negotiate settlements of these disputes.

I assure you that it was not easy to be patient. But until the very last moment I made every effort to avert this crisis. In fact, my representatives were in conference with the two striking railroad unions up to two hours before I took my place at the microphone last night.

However, when the strike actually broke against the United States Government which was trying to run the railroads, the time for negotiations definitely had passed and the time for action had arrived. In that action you, the Congress of the United States, and I, the President of the United States, must work together—and we must work fast.

The action which I have already taken, and the action which I shall ask you to take, are necessary for the preservation of our government. That action is also necessary to save the great and mighty masses of working men and women from the dangerous effects of the ill-advised and misguided acts of some of their own leaders.

This particular crisis has been brought about by the obstinate arrogance of two men. They are Mr. Alvanley Johnston, President of the Brotherhood of Locomotive Engineers, and Mr. A. F. Whitney, President of the Brotherhood of Railway Trainmen. Eighteen other unions and all of the railroad companies of the nation are ready to run the railroads. These two men have tried to stop them.

I can well appreciate the attitude of those members of the Congress and those citizens of the United States outside of the Congress who would seek to take vengeance for the unpatriotic acts of these two men. However, I am sure that none of us wishes to take any action which will injure labor.

The contribution of labor to the growth of this country in peace and to its victory in war is at least as great as that of any other group in our population. Without well paid, well housed, and well nourished working men and women in this country, it would stagnate and decay. I am here not only to urge speedy action to meet the immediate crisis, but also deliberate and weighty consideration of any legislation which might affect the rights of labor.

The benefits which labor has gained in the last thirteen years must be preserved. I voted for all these benefits while I was a member of the Congress. As President of the United States I have repeatedly urged not only their retention but their improvement. I shall continue to do so.

However, what we are dealing with here is not labor as a whole.

We are dealing with a handful of men who are striking against their own government and against every one of their fellow citizens.

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We are dealing with a handful of men who have it within their power to cripple the entire economy of the Nation.

I request temporary legislation to take care of this immediate crisis. I request permanent legislation leading to the formulation of a long-range labor policy designed to prevent the recurrence of such crises and generally to reduce stoppages of work in all industries for the future.

I request that the temporary legislation be effective only for a period of six months after the declaration by the President or by the Congress of the termination of hostilities. It should be applicable only to those few industries in which the President by proclamation declares that an emergency has arisen which affects the entire economy of the United States. It should be effective only in those situations where the President of the United States has taken over the operation of the industry. In such situations where the President has requested the men either to remain at work or to return to work and where such a request is ignored, the legislation should:

- (a) authorize the institution of injunctive or mandatory proceedings against any union leader forbidding him from encouraging or inciting members of the union to leave their work or to refuse to return to work; subjecting him to contempt proceedings for failure to obey any order of the Court made in such proceedings;
- (b) deprive workers of their seniority rights who, without good cause, persist in striking against the government;
- (c) provide criminal penalties against employers and union leaders who violate the provisions of the act.

The legislation should provide that after the Government has taken over an industry and has directed the men to remain at work or return to work, the wage scale be fixed either by negotiation or by arbitrators appointed by the President and, when so fixed, it shall be retroactive.

This legislation must be used in a way that is fair to capital and labor alike. The President will not permit either side—industry or workers—to use it to further their own selfish interest, or to foist upon the Government the carrying out of their selfish aims.

Net profits of government operation, if any, should go to the Treasury of the United States.

As a part of this temporary emergency legislation, I request the Congress immediately to authorize the President to draft into the Armed Forces of the United States all workers who are on strike against their government.

These measures may appear to you to be drastic. They are. I repeat that I recommend them only as temporary emergency expedients and only in cases where workers are striking against the Government. . . .

I have said that I am most anxious—as I am sure the majority of the members of the Congress are—to do nothing which would injure labor or the cause of labor.

I believe that the time has come to

adopt a comprehensive labor policy which will tend to reduce the number of stoppages of work and other acts which injure labor, capital, and the whole population.

The general right of workers to strike against private employers must be preserved.

I am sure, however, that adequate study and consideration can produce permanent long-range legislation which will reduce the number of oecasions where that ultimate remedy has to be adopted. The whole subject of labor relations should be studied afresh.

I recommend the immediate creation by the Congress of a joint committee to make that study. This committee should study the whole problem and within a period of six months bring in recommendations for appropriate legislation which would be fair to labor and to industry and to the public at large.

I make these recommendations for temporary and long-range legislation with the same emphasis on each. They should both be part of one program designed to maintain our American system of private enterprise with fairness and justice to all the American citizens who contribute to it.

On the Radio . . .

(Continued from preceding page) tories. Lack of transportation facilities will bring chaos to food distribution.

Farmers cannot move food to markets. All of you will see your food supplies dwindle, your health and safety endangered, your streets darkened, your transportation facilities broken down.

The housing program is being given a severe setback by the interruption of shipment of materials.

Utilities must begin conservation of fuel immediately.

Returning veterans will not be able to get home.

Millions of workers will be thrown out of their jobs.

The added inflationary pressure caused by the drop in production cannot be measured.

While the situation in our country is extremely acute, the condition in Europe is tragic. Most of our friends today in liberated Europe are receiving less than one-third of the average American consumption of food. We have promised to help the starving masses of Asia and Europe, and we have been helping them. We have been exerting our utmost efforts and it is necessary for us to increase our shipments. At this minute 100,000 tons of grain are being held up by the strike of these two unions. U. N. R. R. A. has 12 ships scheduled to leave from our ports with grain. These ships cannot sail because the strike of these

two unions is keeping the food from reaching the ports. If these ships are held up any longer it means that the bread supply of 45 million people will be cut off within one week.

These people are living from hand to mouth. They depend upon weekly shipments from us to meet their minimum daily needs. This grain held up in this country by the strike of these few men means the difference between life and death to hundreds of thousands of persons. This is stark, tragic truth. If the operation of our railroads is not resumed at once thousands of persons, both here and abroad, will starve. During these past weeks I have told Mr. Johnston and Mr. Whitney of the tragedy that would result from a strike. They have refused to heed my warning. I doubt whether the rank and file of their unions have been told these facts. I am telling them now so that each one of them can face his conscience and consider the spectre of starvation and death that will result from the course which Mr. Whitney and Mr. Johnston are following.

I do not speak tonight of the situation in the coal mines of the nation, for the men are now at work and negotiations for settlement are now taking place between the government and the unions.

I am a friend of labor. You men of labor who are familiar with my record in the United States Senate know that I have been a consistent advocate of the rights of labor and of the improvement of labor's position. I have opposed and will continue to oppose unfair restrictions upon the activities of labor organizations and upon the right of employees to organize and bargain collectively. It has been the basic philosophy of my political career to advocate those measures that result in the greatest good for the greatest number of our people. I shall always be a friend of labor.

But in any conflict that arises between one particular group, no matter who they may be, and the country as a whole, the welfare of the country must come first. It is inconceivable that in our democracy any two men should be placed in a position where they can completely stifle our economy and ultimately destroy our country. The Government is challenged as seldom before in our history. It must meet the challenge or confess its impotence.

I would regret deeply if the act of the two leaders of these unions should create such a wave of ill will and a desire for vengeance that there should result ill-advised restrictive legislation that would cause labor to lose those gains which it has rightfully made during the years.

As President of the United States, I am the representative of 140 million

people and I cannot stand idly by while they are being caused to suffer by reason of the action of these two men.

This is no contest between labor and management. This is a contest between a small group of men and their govern-The railroads are now being operated by your government and the strike of these men is a strike against their government. The fact is that the action of this small group of men has resulted in millions of other workers losing their wages. The factories of our country are far behind in filling their orders. Our workers have good jobs at high wages but they cannot earn these wages because of the willful attitude of these few men. I cannot believe that any right of any worker in our country needs such a strike for its protection. I believe that it constitutes a fundamental attack upon the rights of society and upon the welfare of our country. It is time for plain speaking. This strike with which we are now confronted touches not only the welfare of a class but vitally concerns the well-being and the very life of all our people.

The railroads must resume operation. In view of the extraordinary emergency which exists, as President of the United States, I call upon the men who are now out on strike to return to their jobs and to operate our railroads. To each man now out on strike I say that the duty to your country goes beyond any desire for personal gain.

If sufficient workers to operate the trains have not returned by 4 p. m. to-morrow, as head of your government I have no alternative but to operate the trains by using every means within my power. I shall call upon the Army to assist the Office of Defense Transportation in operating the trains and I shall ask our armed forces to furnish protec-

tion to every man who heeds the eall of his country in this hour of need.

This emergency is so acute and the issue is so vital that I have requested the Congress to be in session tomorrow at 4 p. m. and I shall appear before a joint session of the Congress to deliver a message on this subject.

Railroads Returned to Owners

(Continued from page 1099)

the remaining restrictive orders. The priority provisions of General Orders 61, 62, and 64, and I. C. C. Service Orders 521 and 522 were vacated as of 4 p.m., Monday. This left in effect General Orders 61, 62, and 64, except for their priority provisions; and these orders were to be vacated in their entirety at 4 p.m., May 31.

"Within 30 minutes after the President talked to Congress on Saturday," the O. D. T. statement continued, "the War Department was instructed by C. H. Buford, federal manager of the seized railroads, to withdraw all troops and stop those en route to various rail centers, but remain on military alert until further notice from him. These instructions were carried out in their entirety and this morning the military were notified in writing that the military alert should be canceled immediately."

Meanwhile, O. D. T. pointed out that in another statement that its General Order 60 calling for a 25 per cent reduction in coal-burning passenger locomotive mileage, "due to the coal situation," remains in effect. The statement added that "other transportation restrictions, such as an embargo on railroad freight shipments or further reductions in passenger service, will be necessary unless the coal situation improves rapidly."



Canadian Pacific photo

Family of Railroaders

Ernest Legare, of Montreal, and his seven sons, all employees of the operating department on the Laurentian division and all on the Montreal-Mont Laurier run of the Canadian Pacific. The father, who joined the C.P.R. in 1907, is a locomotive engineer and is himself one of eight brothers, all of whom have worked or are working for the company

Many Trains Were Run Despite the Strike

THE determination of railroad managements to meet their obligations to serve the public despite the difficulties created by the strike on May 23 of employees belonging to the trainmen's and engineers' brotherhoods is reflected in the following road-by-road report of operations during the period the strike was effective, obtained by Railway Age by telephone and telegraph. In addition to the services mentioned here, many railroads ran troop trains and milk trains, operation of which the strike leaders said would not be interrupted.

Alton.—Freight service on the Alton was completely stopped. Beginning with the "Abraham Lincoln" southward from Chicago on May 23, one passenger train was operated daily in each direction between Chicago and St. Louis. Normal passenger train operation was resumed the morning of May 26. The first freight trains were operated from Venice, Ill (East St. Louis), and Kansas City to Chicago shortly after 12:01 a. m. Sunday, and by Sunday night freight operations were normal.

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Atchison, Topeka & Santa Fe.-No freight trains were operated during the Troop trains were run as offered. Passenger trains 5 and 6, the "Ranger" between Chicago and Galveston, Tex., 19 and 20, "The Chief" and 7 and 8, the "Fast Mail," which was consolidated with 3 and 4, the "California Limited," were operated daily between Chicago and Los Angeles. Normal passenger train operations over the system began at 7:15 p. m., Central Time, May 25. The first freight train on the Santa Fe after the strike left Bakersfield, Cal., at 4:50 p. m., May 25, with a trainload of potatoes. From 4:50 p. m. that day until 7:15 a. m., May 26, the road moved 654 cars of potatoes east from Bakersfield. The first westward freight from Chicago departed at 9:45 p. m. the 25th.

Atlantic Coast Line .- During the strike this road operated about 11 per cent of its scheduled passenger service. Trains handling mail, express and passengers were operated in one direction between strategic points on May 24 and in the opposite direction May 25, with supervisory officers serving as enginemen and trainmen. Normal passenger service was restored by 6:15 a. m. May 26. The heavy accumulation of perishable and non-perishable freight was started in motion several hours after the termination of the strike, and the bulk of it was delivered to connections or online destinations by midnight May 27, by which time normal freight operation was effective.

Baltimore & Ohio.—This road operated about 4 per cent of its normal freight movement—consisting exclusively of livestock and perishables—and 3 per cent of its regular passenger service while the strike was in effect. The "Capitol Limited" was run in both directions between New York and Chicago and the "National Limited" in both directions between Washington and St. Louis, and other service was operated between New York and Washington. After 4 p. m. on May 25 normal passenger service was rapidly restored.

Belt Railway of Chicago.—This line was completely closed down. Operations were resumed by 5:30 p.m., May 25, when the first car passed over the Clearing, Ill., hump. When the strike became effective there were 5,000 cars on hand of which 60 per cent had been classified; 180 cars of livestock on hand were placed to the pens at Clearing before the strike and unloaded for rest. All cars on hand when the strike began including the livestock were delivered to proper connections by the afternoon of May 27.

Boston & Maine-Maine Central.-Between 4 p. m. and midnight on May 23 all trains which were returning to home terminals, including many evening commuter trains, completed their runs. At 2 a. m. on May 25 a telephone canvas was made of all engineers and firemen on both roads, asking them if they had heard President Truman's radio speech and whether they would return to work. The response to this appeal enabled the two roads to run a "token spasmodic service" of both suburban and through trains, concentrating on movements of accumulated mail and express. Between 4 p. m. and midnight on May 25 several through passenger trains and symbol freights carrying perishables, had departed from major terminals. Normal passenger and freight schedules were restored on both roads at 12:01 a. m. May 26, and several extra freights were run on that day to clear up accumulated loads and get them ready for Monday morning delivery.

Central of New Jersey.—On May 24 and 25 six commutation trains were run in each direction, manned by officers and supervisory employees. No freight trains were operated during the strike, but some switching was performed in yards to facilitate unloading, particularly of perishables. On May 23, before the strike began, 8 commutation trains left Jersey City ahead of schedule, and most commuters were taken care of. About 100 passengers for C. N. J. points were accommodated on a B. & O. train

which left Jersey City Thursday after the strike began.

Chesapeake & Ohio.—Normal service was restored on May 26.

Chicago & Eastern Illinois.—One passenger train was operated daily in each direction between Chicago and Evansville, Ind., during the strike. Other trains were taken to the next terminal by their crews and left there. No freight trains were run. Service was resumed Saturday night, but was not normal until Sunday night.

Chicago & North Western .- During the strike the following trains, manned by supervisory employees as necessary, were operated on regular schedules: The Twin Cities and Peninsula "400's," "Ashland Limited"; and the "Capital 400" southward and "Viking" northward, Chicago to Madison. In addition, the "San Francisco Overland Limited." "City of Denver" and "City of San Francisco" were operated from Chicago on May 23 and the two former trains were operated into Chicago on Saturday. A few freight trains, handling mostly food products, were operated between Chicago and Green Bay, Wis., Chicago and Council Bluffs, and Chicago and Benld, Ill., on May 25. No freight trains were run on May 24, but several mail and express trains were operated. On Saturday night, following the end of the strike, all through passenger trains out of Chicago were operated except the "Victory" for St. Paul via Madison and the "Duluth-Superior Limited." Chicago area suburban trains were restored by 12:01 a. m. May 26 and freight service was normal by noon of that day. Following the President's radio talk Friday night more than 50 striking trainmen and enginemen notified the road of their willingness to return to work at once.

Chicago & Western Indiana.—This road operated all of its suburban trains throughout the strike. Switching operations at the Chicago Dearborn station were maintained sufficient to meet the requirements of all tenant lines during this period, the number of engines worked varying from two to four daily during the strike. Normal operations were resumed immediately after the strike as required by the trunk lines using the station. No freight service is performed on Sunday, but normal service was restored on May 27.

Chicago, Aurora & Elgin.—This road, whose traffic is almost entirely suburban in character, operated normally until 1:35 a.m., May 24, as a result of a voluntary decision of the men to complete the normal day's operations. During the

strike no trains were run. Service was resumed from Wheaton, Ill., to Chicago at 5:30 p.m. Saturday, with the first train operating from Chicago at 8:05 p.m. No further trips were missed. Normal freight service was effective by midnight Saturday.

Chicago, Burlington & Quincy .-Operations of the Burlington's two major subsidiaries, the Ft. Worth & Denver City and the Colorado & Southern, were at a complete standstill except for troop trains throughout the strike. On the Burlington no trains were run on the night of May 23 but on May 24 the "Denver Zephyr" from Chicago to Denver was operated, as was a mail train in each direction between Chicago and Daily passenger trains were Omaha. operated in each direction on May 24 and 25 between St. Louis and Burlington, Ia., Kansas City, and Lincoln, Neb., via Omaha, and Lincoln and Billings. Mont. On May 25 a "Zephyr" train was operated in each direction between Chicago and the Twin Cities. A 90car freight train, consisting solely of food products, ran from Galesburg, Ill., to Chicago, arriving on the morning of May 25. As a result of the President's talk of May 24, about 50 employees on various parts of the system reported for duty prior to the end of the strike. Normal passenger and freight train operation was effected by 12:01 a. m. May 26, and suburban service in the Chicago area, except for one run, was restored by 7:45 p. m., Saturday. The first Burlington freight train, consisting of 74 cars of meat, left Ottumwa, Iowa, for Chicago at 8:35 p. m. Saturday. Prior to the strike the Burlington assigned all switch crews in the Chicago area to placing perishables either where they could be unloaded or else could be properly iced, all but 4 of 627 cars on hand in the terminal being given this atten-

Chicago Great Western.—Only troop trains were operated during the period of the strike. Operations were normal by 12:01 a. m. May 26.

Chicago, Indianapolis & Louisville.— All passenger trains were operated as usual but freight service was completely stopped. Operations returned to normal by 12:01 a. m. May 26.

Chicago, Milwaukee, St. Paul & Pacific.—No freight trains were operated during the strike period. The Chicago-Twin Cities "Hiawathas" were operated in both directions, as was the "Midwest Hiawatha" to Omaha and Sioux Falls, S. D. The "Olympian" was also operated as usual between Chicago and Seattle. A few other passenger trains were operated once on other sections of the line. With the end of the strike all crews who were called were available for duty within 30 min., due to the co-

operation of the local chairmen of the two unions, who worked alongside the crew callers and talked to each striking employee personally as he was called to report. Normal train service, including suburban trains in the Chicago area, was restored by 12:01 a. m. May 26. A few men reported for duty before the end of the strike as a result of the President's radio appeal of May 24.

Chicago North Shore & Milwaukee.— Only troop trains were operated during the strike. The first passenger train out of Chicago left at 3:43 p. m. May 25; out of Milwaukee at 4 p. m., and out of Waukegan at 4:08 p. m. Operations after those hours were on regular schedules with no further trips missed.

Chicago, Rock Island & Pacific .-Some passenger and freight service was operated throughout the strike, with the last load held in terminals moving by 5 a. m., May 26. Between Chicago and Peoria, Ill., the "Rockets" were operat-ed on regular schedules. The "Denver Rocket" which left Chicago on May 23 was operated through to Limon, Colo., on time, passengers being handled from there to Denver and Colorado Springs by bus. On May 24 this train ran only to Council Bluffs, Iowa, but on May 25 it ran through to Denver and Colorado Springs. Similar eastbound service was operated. Between the Twin Cities and Kansas City a night train and a day train were operated daily in each direction, while the "Texas Rocket" ran daily between Kansas City and Ft. Worth. Trains 111 and 112 were operated daily between Memphis and Amarillo, Tex., and a daily local was run between Burlington, Iowa, and Manley. Between Chicago and Des Moines night trains were operated in each direction. The "Golden State Limited" and "Californian," consolidated, were operated from Chicago on May 23 and into Chicago on both May 24 and 25. A fruit block received from the Southern Pacific at Tucumcari, N. Mex., on May 24, was run through to Chicago without delay, while one or two other freight trains were also operated. Normal through passenger train service was resumed over the system shortly after 5 p. m., Central Time, May 26, while freight trains were operating normally before midnight of that day. The Rock Island had all cars of perishable freight that could not be moved during the strike placed where they could be kept under

Chicago South Shore & South Bend.

—There were no operations during the strike period until 2:30 p. m. May 25, when a passenger train, manned by regular employees, left South Bend, Ind., for Chicago 25 min. before the end of the strike. From Chicago the first passenger train departed at 3 p. m. east-

bound. Hourly service was maintained to South Bend then until 8 p. m., when the Gary locals leaving Chicago at 30 min. after the hour were also restored. Freight operations began with a westward train from Michigan City at 6:30 p. m., and an eastward train from Burnham yard (Chicago) at 6:40 p. m.

Delaware, Lackawanna & Western .-The "Lackawanna Limited" was operated in both directions between Hoboken and Buffalo each day of the strike. Diesel-electric road freight locomotives were used on these trains instead of the steam power normally employed. Commuters had been warned to start for home May 23 in advance of the 4 p. m. deadline, and after 3 p. m. regular commutation schedules were suspended. Instead, this road dispatched 28 extra commutation trains from Hoboken between 4 p. m. and 4:57, thus taking care of virtually all passengers before the strike began. This was the largest outgoing movement in an equal period of time in the road's history. Approximately 300 multiple-unit cars had been concentrated in advance to make up the trains operated on the electrified suburban lines. On May 24 and 25 supervisory employees and qualified volunteers were able to run six 12-car commutation trains in each direction. Some perishable freight was moved during the strike, and some switch engines were operated.

Denver & Rio Grande Western.—No service was operated during the strike. Operations were resumed after 4 p.m., May 25, with only minor delays to trains after that hour. The road reports no freight congestion, but some congestion of express traffic.

Elgin, Joliet & Eastern. — Some freight trains were operated throughout the strike period, but normal operation was not resumed until shortly after 12:01 a. m., May 26. A few employees offered to return to work prior to the end of the strike.

Erie.—During the 2-day strike period one through passenger train was operated daily in each direction between Jersey City and Chicago, with connection to Cleveland. Commutation service in the New York area was halted. All trains carrying passengers which were en route at 4 p. m. on May 23 reached their destinations and no passengers were stranded. Freight service during the strike period was about 10 per cent of normal, and 16 freight trains were operated, equivalent to about 2,000 train-miles, moving food, livestock and other perishables. About 16 yard crews and 12 road crews worked each day. All trains were operated by qualified supervisory forces with some regular men from non-striking unions. Normal

freight and passenger service was restored the morning of May 26.

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Florida East Coast.—This road's engineers did not participate in the strike and it was able to operate 30 per cent of its normal passenger service through the strike period, using supervisory forces as trainmen. However, as all its switchmen were on strike it did not attempt to operate freights except one extra which assembled loaded perishables to protect refrigeration. Except where connections were held up, normal service was restored May 26, and complete operations were restored May 27.

Grand Trunk Western.—All passenger trains on the road May 23 were handled to final terminals. No trains were operated on May 24, but on May 25 Trains 17, the "Inter City Limited" and 20, the "Maple Leaf" were operated between Chicago and Port Huron, Mich. Normal operation was resumed by 8 p.m., May 25.

Great Northern.—About 3 per cent of normal service was maintained during the strike. Transcontinental passenger service was maintained by trains 27 and 28, the "Fast Mail." Some freight service was operated beginning the night of May 24, when a 53-car train was run from St. Cloud, Minn., to Grand Forks, N. D. A total of 528 employees, or 2 per cent of the total, left work or failed to report during this period. Full normal service was restored by midnight Saturday.

Gulf, Mobile & Ohio.—During the strike period 2,660 passenger train-miles per day were operated compared with a normal daily schedule of 3,600 passenger train miles per day. Freight train operations were about 5 per cent of normal.

Illinois Central.—This road, because it was already under government control when strike action began, operated throughout the strike on a normal basis except for passenger train services in and out of St. Louis. Trains are handled from East St. Louis, Ill., to St. Louis by switch engines of the Terminal Railroad Association, which was hit by the strike. Passenger trains to Carbondale, Ill., and points south were operated from East St. Louis, while Chicago-St. Louis passenger trains, except the "Green Diamond," ran only as far as Springfield, Ill., through passengers for St. Louis being handled beyond Springfield by the Illinois Terminal.

Kansas City Southern. — No freight trains were operated during the strike, but service was restored within 24 hours after the end of the strike. During the interruption passenger service was operated at about 40 per cent of normal and three switch crews were operated.

Lehigh Valley.—During the strike period this road operated all of its main

line passenger trains with the exception of two-one to Buffalo and one to Pittston, Pa., scheduled to leave New York on May 23. These two trains were annulled because of the road's inability to place equipment in Pennsylvania station, New York. Although some trains were operated in and out of Pennsylvania station, New York, on May 24 and 25, as scheduled, others originated and terminated at Meeker avenue, Newark, N. J., passengers being transferred to and from New York by bus service which the road provided. All branch line service was annulled for the period of the strike except that trains or bus service were provided to meet schedules on the Rochester branch.

Long Island.—This road discontinued its operations into Pennsylvania station, New York, when the strike began, and no service was provided on its lines on May 23 after 4 p. m. On Friday, however, beginning at 5:30 a. m. shuttle service was operated in the electrified zone with 8 crews, made up of qualified supervisory officers and employees and directed by Superintendent E. L. Hofmann, and 8 sets of equipment making up trains up to 10 cars. These trains were not scheduled, but provided service for commuters from stations on the Babylon, Far Rockaway, Hempstead, and Long Beach lines to Jamaica, where they could transfer to and from the New York subways. Similar shuttle service was provided between Port Washington and Flushing, and altogether 114 trips were operated on May 24. On Saturday the same trains were operated, but on definite schedules, providing service at intervals of 40 min. on the Port Washington line, of 1 hour on the Babylon, Far Rockaway and Hempstead lines, and of 80 min. on the Long Beach line. Up to 7:30 p. m. on May 25 some 114 10-car trains had been operated under these schedules, and a few other trains also were run on that day. Normal service was resumed by 6 a. m. on Sunday.

Louisville & Nashville.—The strike was reported to be 100 per cent effective on the L. & N. Service returned to normal on May 26.

Minneapolis & St. Louis.—Yard service during the strike was about 5 per cent of normal, freight service, 2 per cent. Full service was resumed by midnight of May 26.

Minneapolis, St. Paul & Sault Ste. Marie.—All Soo Line trains en route at the time the strike became effective were taken to their terminals. Between St. Paul, Minn., and Emerson, Man., where trains are delivered to the Canadian Pacific en route to Winnipeg, Trains 109 and 110 were operated without interruption. Other Soo Line trains were not operated except for a milk train from

Chicago to Ladysmith, Wis., on May 24 and from Turtle Lake, Wis., to Chicago on May 25 and a troop train on May 24. With the end of the strike at 4 p.m. on May 25, normal operation was resumed almost at once, with all scheduled freight and passenger trains being operated that night.

Missouri-Kansas-Texas.—Some service operated during the strike.

Nashville, Chattanooga & St. Louis.— Eight of 14 regular passenger trains continued operation during the strike. No freight service was run.

New York Central.-No trains were operated on May 23 after the strike began, and commuter service in the New York area was practically at a standstill until 4 p. m. Saturday. On May 24, however, some through passenger trains were run, and service was improved in this respect on Saturday before the strike ended. On May 24 a 16-car train left New York shortly after noon, making the stops of the "North Shore Limited" to Buffalo and then the stops of the "Mohawk" to Chicago. This train included 8 cars loaded with first-class mail. a record movement of this kind, and 8 coaches. The "Pacemaker," carrying coaches and sleeping cars, left New York at 4:10 p. m. the same day. Likewise, two trains for New York left Chicago on Friday, the "Pacemaker" and the "Fifth Avenue Special." On May 25, before the strike was called off. arrangements were made to run the "Pacemaker" and the "Advance Commodore Vanderbilt" in both directions between Chicago and New York. In addition, on Saturday, the "Empire State Express" schedule was operated in each direction between Buffalo and Detroit. one train was run each way between St. Louis and Cleveland, between Cincinnati and Cleveland and between Chicago and Cincinnati on the Big Four; and the "Mercury" schedule was operated in each direction on the Michigan Central between Chicago and Detroit. On May 25 the Pittsburgh & Lake Erie ran one train in each direction between Pittsburgh and Youngstown before the strike ended. Diesel-electric locomotives were used for many of these emergency train movements where steam power ordinarily is employed. Freight service was practically at a standstill until Saturday, when one train left Selkirk yard for Boston and one for Weehawken before the strike was called off. Freight and commutation train operation was restored rapidly after 4 p. m. on May 25, however, with emphasis being put on clearing yard tracks and moving loaded coal cars from the mines, and these efforts were so successful that freight tie-ups were practically eliminated by May 27. Commutation trains

(Continued on page 1113)

Paul J. Neff Succeeds L. W. Baldwin

New Missouri Pacific executive head had engineering training and experience and also a broad background in other fields of railroading

FFECTIVE June 1, Paul J. Neff, who has been senior executive assistant in charge of the Gulf Coast Lines and the International-Great Northern, as well as executive assistant of the Missouri Pacific proper, was named chief executive officer of the Missouri Pacific Lines, succeeding L. W. Baldwin, whose death was reported in the May 18 issue of the Railway Age. He will transfer his headquarters from Houston, Tex., to St. Louis, Mo. Few executives have had more general training for the task of directing a 10,000-mile railway system.

Mr. Neff was born at St. Louis, Mo., on July 14, 1884, and was graduated in civil engineering at the University of Kansas in 1906. His railway experience began in February, 1907, when he was employed as a rodman for the St. Louis-San Francisco at Joplin, Mo. Later he served as transitman and assistant engineer for the same road at Springfield, Mo., and as assistant engineer and engineer of construction at Memphis, Tenn., St. Louis and Springfield, and as district engineer at the latter point.

On the Frisco

From September, 1918, to December, 1919, Mr. Neff served as corporate chief engineer of the Frisco during the period of federal control of the railways. From January, 1920, to December, 1922, he served successively as general manager of the Wichita Falls, Ranger & Ft. Worth and the Wichita Falls & Southern, with headquarters at Ranger, Tex., and as chief engineer of the Texas lines of the Frisco at Ft. Worth, Tex.

Mr. Neff first entered the service of what are now the Missouri Pacific Lines as assistant to the president of the International-Great Northern at Houston, Tex., and in February, 1925, he was appointed assistant executive vice-president, with the same headquarters. In June, 1926, he was appointed general superintendent of the Eastern district of the Missouri Pacific at St. Louis. On September 1, 1928, when it was decided to form a highway subsidiary, he became assistant to the president in charge of the development of this subsidiary and a few months later was appointed vice-president and general manager of the Missouri Pacific Transportation Company.



Paul J. Neff

In May, 1931, Mr. Neff was promoted to assistant vice-president of the Missouri Pacific Lines in charge of passenger traffic, and in February, 1934, he was advanced to assistant chief traffic officer - passenger, which position he held in addition to that of vice-president and general manager of the highway subsidiary until May 1, 1943, when he was transferred to Houston as senior executive assistant.

With this broad background of engineering, operating, traffic and executive experience, Mr. Neff brings a wide experience to the duties so well performed for more than two decades by his predecessor. L. W. Baldwin literally as well as figuratively lifted the Missouri Pacific out of the mud. When he took over the direction of the Missouri Pacific Lines it was not up to the standard of many of its neighbors, either physically or in morale. He has relinquished to Mr. Neff the leadership of an efficient, well-built railway with excellent morale -one with a record for handling the nation's war-time transportation, as described in the Railway Age for February

The freight revenues of the Missouri Pacific proper increased from \$73,915,-000 in 1940 to a peak of \$176,531,000 in 1944, and fell only to \$167,194,000 in 1945. Mr. Neff himself was in charge

of the passenger department during the period when passenger revenues increased from \$5,302,000 in 1940 to \$37,890,000 in 1943. A further war-time increase to \$43,402,000 was shown in 1944, and in 1945 the passenger revenues amounted to \$34,087,000. Under Mr. Baldwin's direction the Missouri Pacific proper transmuted \$10,083,018 of its 1940 gross into net railway operating income; and had \$34,574,379 of net railway operating income in 1943; and \$23,-659,000 in 1945.

Revenues Increased

Meanwhile, the subsidiary properties of which Mr. Neff was in direct charge were establishing record revenue and income figures. On the Gulf Coast Lines freight revenue amounted to \$13,-320,000 in 1940 and passenger revenue to \$447,861. In 1944 freight revenues on this line increased to \$42,974,000 and passenger revenues to \$4,237,589, the latter figure being more than 9 times as much as was earned in 1940. During 1944 the Gulf Coast Lines translated \$6.591,588 of its revenue into net operating income. On the International-Great Northern, freight revenues of \$9,089,000 and passenger revenues of \$873,000 in 1940 were increased to records of \$21,-787,000 and \$6,225,000, respectively, in 1944. During the latter year the net railway operating income amounted to \$3,452,721.

The operating ratio on the Missouri Pacific proper was reduced from 77 per cent in 1940 to a low of 54.49 per cent in 1943, and, for 1945, the figure was 69 per cent. On the Gulf Coast Lines the operating ratio was reduced from 71.45 per cent in 1940 to a low of 48.06 per cent in 1943 and was 64 per cent in 1945. On the I.-G. N. the operating ratio was reduced from 87.05 per cent in 1940 to a low of 63.23 per cent in 1943, and for 1945 was 74 per cent.

LATE TRAVELLERS LOSE A MINUTE.—As of Wednesday, May 1, all clocks of the L. M. S. and L. N. E. R. in England show the correct time. Hitherto it has been the practice on both railways to maintain clocks outside stations a minute or two fast, whereas those inside were kept at right time, the object being to hasten the tardy traveller and so assist in the punctual dispatch of trains.

of It

Fires in Diesel-Electric Locomotives

A review of damages and of the measures being taken to eliminate the causes - Suggestions for better protection and cost estimates of adequate fire-fighting equipment

WHEN the Diesel locomotive was introduced on the railroads almost everyone felt that loss or damage from fire would be the least serious of all the accidents which might be encountered with this type of motive power. It was generally believed that now we had a piece of equipment about which there was nothing to burn and that Diesel fuel oil, having a flash point above the critical range, did not introduce a serious fire hazard. The manufacturers evidently also felt the fire hazards were nominal, for the only fire protection provided on the locomotives consisted originally of first-aid hand appliances, principally for incipient electrical or oil fires. These were generally a one-quart carbon tetrachloride extinguisher in each locomotive cab and one or two one-gallon carbon tetrachloride extinguishers in each engine compartment.

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The belief that the Diesel locomotive was invulnerable to loss by fire was soon shattered by serious fire damage to a locomotive on a test run in the Southwest. There were extenuating circumstances-a broken hose to temporary auxiliary fuel-oil tanks-in connection with this loss, however, to which the large damage was attributed and the experience did little to dissipate the impression that under normal conditions fires could not occur. Fires of varying degree continued to occur in Diesels until, in a number of cases, exceptionally high losses were experienced because of damage by fire, and even greater losses because the locomotives were out of service for periods ranging up to more than

Thermal Elements in Switches

The causes of fires in Diesel locomotives vary from common hazards and carelessness, through inherent hazards of wear and tear, to freakish accidents. It might be well here to review some of the more generally known losses on railroads throughout the United States to show just what may be expected to cause fires in the operation of this equipment.

1. Fire is reported to have occurred in a B unit locomotive due to the failure of the thermal element in the high-temperature switch in the A unit. Steam pipes became heated above the ignition point of the fuel oil and oil-soaked dirt Bu W. S. WICKER

Chief engineer, Transportation Mutual Insurance Company, Philadelphia, Pa.

around the lagging caught fire. The hand fire extinguishers were of insufficient volume to extinguish the fire so the train was run several miles to the nearest shop and the shop fire brigade put out the fire with foam extinguishers. Most of the fire was underneath the locomotive in the vicinity of the fuel tanks and the circumstances would indicate that brake-shoe sparks, rather than overheated pipes, were the underlying cause. Fires have occurred, however, from overheated pipes caused by the failure of the thermal elements in the high-temperature and other switches at the flash boilers. The fire damage in this case was between \$12,000 and \$15,000.

2. The back-firing of a flash boiler, probably due to the failure of the thermal element in the oil-flow switch, set fire to excessive carbon accumulations. The fire was put out by extinguishers on the locomotive. The damage was less than \$100. The thermal elements are now renewed regularly.

3. A fire occurred in dust and oilsaturated dirt on overheated steam pipes above the fuel tanks of a Diesel locomotive. The tank exploded and dropped to the ground. The fire was extinguished by the use of carbon tetrachloride extinguishers on the locomotive after causing damage amounting to between \$7,000 and \$10,000. This road now renews the thermal elements in high-temperature switches at regular intervals.

Because of similar trouble the thermal elements in the high-temperature switches are being replaced on many railroads every six months whether evidence of corrosion shows or not, while some railroads replace them every 90

Brake-Shoe Sparks

1. Sparks from the brake shoes ignited grease and oil-soaked dirt on the fuel tanks and trucks. The extinguishers were inadequate to put out the fire, which started when the brakes were applied for a station stop, and it was brought under control by the city fire department. The damage was between \$55,000 and \$60,000. This fire emphasizes the importance of the cleanliness of the trucks and fuel tanks, and raises the question of the use of the locomotive brakes for other than emergency stops.

2. Sparks from the brake shoes set fire to oil-soaked dirt on the top of fuel tanks. The fire was extinguished by a city fire department. The damage was

between \$1,000 and \$2,000.

3. A fire started by brake-shoe sparks igniting oil-soaked dirt on tanks and trucks caused damage of about \$60,000. The unusual feature of this fire was that a section of a tire and flange broke from one idler wheel of a six-wheel tractionmotor truck and probably punctured the fuel tank. The train ran 13 miles before the brakes were applied for a sta-Upon application of the tion stop. brakes the rigging was immediately torn loose, further damaging the fuel tank, and leaking oil and oil-soaked dirt were ignited by sparks from the brake shoes.

4. Fire caused by sparks from brake shoes igniting oil and oil-soaked dirt under a Diesel locomotive resulted in damage of between \$140,000 and \$150,-000 to the locomotive and the adjoining

luncheon car.

Short Circuits

1. A fire started from a short circuit in a traction motor resulted in damage of about \$40,000. All carbon-tetrachloride extinguishers on the locomotive were used but were of insufficient volume. The fire was put out by the city fire department.

2. A fire occurred in the No. 1 traction motor of a Diesel locomotive due to a short circuit in the motor leads. It was extinguished by the city fire department.

The damage was nominal.

Miscellaneous Causes

1. A fire in the engine compartment of a Diesel locomotive resulted when a lighted cigarette was thrown on the floor behind a fuel pump. This fire was extinguished by the city fire department. The damage to the locomotive was between \$1,000 and \$2,000.

2. A piece of a broken brake shoe or a broken rail tread punctured the fuel tank on a Diesel locomotive, resulting

in the loss of fuel and eventually a fire damage. Screen tank guards were designed and installed to protect the fuel

tanks against this hazard.

3. A piece of broken rail punctured a fuel-oil tank of a Diesel locomotive. The accident was not discovered until the locomotive stopped from a lack of fuel. The question of the advisability of providing fuel-tank guards was investigated by this road.

These losses are picked at random and represent only a small percentage of the number of fires occurring in this type of equipment. They give, however, a general idea of the varying causes of fires in Diesel locomotives and show that large fire losses can and do occur. They also give some idea of what may be expected in future losses unless improvements are made in operational and maintenance features and unless fire-protection appliances of greater capacity and

effectiveness are provided.

It is practically impossible to prevent the leaking of fuel oil where screw connections are used. For this reason there will always be some slight leakage of oil around the fueling system of a Diesel locomotive. There is also considerable leakage of lubricating oil around Diesel engines. With such leakages the dust and dirt accumulations on the fuel tanks, trucks and traction motors, air reservoirs and cooling fins battery cabinets and water tanks soon become saturated and any source of ignition may start a fire. Thorough cleaning at the end of each run of approximately 1,000 miles is necessary. This cleaning should include the removal of all oil and dirt accumulations on the fuel tanks, trucks and traction motors, air reservoirs and cooling fins, battery cabinets and water tanks, center castings except for the lubricating grease at the felt seal at the center pin, and oil on the underframes. This is usually done with steam or hot water mixed with a cleaning compound. It is necessary to run the Diesel engines above idling speed while cleaning in order to keep moisture out of the traction motors.

The interiors of Diesel locomotives are difficult to clean thoroughly because oil and dirt accumulate around pipes, under pipe guards and around engine and motor bases. The numerous semiconcealed spaces behind cabinets, under cabs and in front ends are used by crews for the storage of combustible materials of every kind, including paper cups, wiping rags, fusees, old clothing, pasteboard mats, etc., and these accumulations add to the fire hazard. The interiors should therefore be cleaned thoroughly at the end of each trip, with particular attention paid to oil, and to combustible materials in semi-concealed spaces.

Smoking should never be permitted in the engine compartments of Diesel locomotives. Conspicuous signs should be painted inside the locomotives where they can be readily seen upon entering the compartments.

The thermal elements in the hightemperature and similar control switches should be replaced at least every six

Reducing Spark Hazard

Sparks from locomotive brake shoes are responsible for the fires which have done the most damage to Diesel equipment. Many of the locomotives set on fire by these sparks were running backwards (B-end first) at the time, thus having the fuel tanks more exposed to sparks than when running in the forward direction. Additional protection of these tanks against sparks when the locomotives are operated backwards may merit investigation.

It is understood that some tests are being made with specially designed carbon-insert brake shoes in an attempt to eliminate the brake-shoe spark hazard. These brake shoes will reduce but will probably not totally eliminate sparks.

The one effective way to prevent fires starting from brake-shoe sparks is to bring the trains to a stop with the train brakes only, using the locomotive brakes only for emergency purposes. Such stops with train brakes and with slight power application on steam locomotives have been advocated and used on numerous railroads for many years. The weight of a Diesel locomotive on a streamline train, however, is probably 30 per cent of the entire train weight and, with the high speeds used, it is questionable whether satisfactory station stops could be made with the train brakes alone unless the brake application was begun much further from the station than is now the practice. would, however, be no fire damage to Diesel locomotives from brake-shoe sparks if the locomotive brakes were not used in stopping trains, nor would there be any fire damage from this cause if the undersides of Diesel locomotives were kept clean and free of oil and oilsoaked dirt.

What Is the Best Protection?

The fire-protection appliances originally furnished on Diesel locomotives consisted of a one-quart carbon tetrachloride extinguisher in each cab and two one-gallon carbon tetrachloride extinguishers in the engine compartment. Experience has shown that this limited protection is inadequate for many of the fires occurring in this type of equipment.

Some railroads have installed two 20lb. carbon-dioxide extinguishers on each locomotive in adition to the one-quart carbon-tetrachloride extinguisher in the cab. Other railroads have provided 50lb. carbon dioxide extinguishers, to-

gether with 25 ft. of hose and the usual "horn". The equipping of locomotives with fog nozzles and one-inch hose has been approved by one railroad.

One railroad is working toward the prevention of all Diesel locomotive fires, the early detection of fires not prevented and the installation of fire-fighting equipment to extinguish all fires detected. This railroad has equipped one locomotive with a smoke-detection system, together with smoke accumulators over the traction motors and thermostats over the Diesel engines. For first-aid protection two 50-lb. carbon dioxide cylinders have been installed with the gas piped to hose outlets at the side doors and with about 50 ft. of hose to which a "horn" is attached. In addition, a mechanical foam system of about 3,500gal. foam capacity, with outside hose and controls, has been installed.

Some of the railroads have plans for the installation and tests of built-in manual or automatically controlled flooding systems for interior protection to be supplied by multiple 50-lb. carbondioxide cylinders with the gas piped to

various outlets.

Summarizing, it is believed in the light of present knowledge of Diesel locomotive fires that (1) built-in foammaking or fog systems are desirable for exterior protection and will have considerable value for the protection of the interiors of Diesel locomotives; (2) built-in systems, either of the high-pressure or the low-pressure carbon dioxide or fog types, are desirable for interior protection; (3) a smoke-detection and alarm system will enable the train crews to discover fires in their incipiency and thereby be better able to extinguish them before serious damage is done, and (4) appropriate portable extinguishers are necessary.

One of the first questions asked by any organization, when fire-protection appliances are recommended, concerns the initial cost and subsequent maintenance, together with the advantages accruing from such an outlay. It is sound engineering practice when designing industrial buildings to allow a certain percentage of the cost to cover the installation of fire-protection equipment. This percentage varies according to the degree of protection desired and the benefits to be derived from its installation, amounting in some cases to 10 per cent or more. The principal benefit to be derived from the installation of adequate fire-protection appliances on a Diesel locomotive is the continuing availability of the locomotive, as compared to a possible lay-up of two or three months for major repairs of fire damage.

The expenditure of from one to three per cent of the cost of each Diesel locomotive for the provision of adequate fire protection appliances is a small amount to pay for such availability.

Station Dome Gets New Aluminum Cover

Recent installation at Cincinnati Union Terminal demonstrates how a light, watertight, freely-expanding roof can be applied, even on a spherical surface, by good design, prefabrication and surface preparation

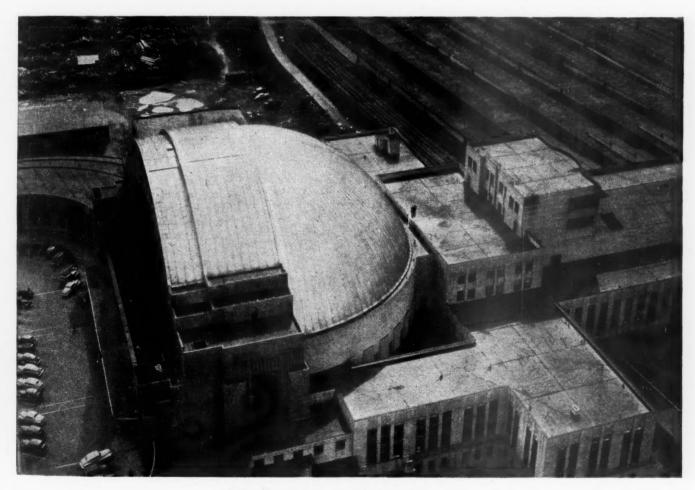
LUMINUM, one of the first critical A metals to return from war service, has been put to an effective railroad use in reroofing approximately 32,000 sq. ft. of area comprising the huge half dome, parapet walls and barrel arch over the main concourse and entrance vestibule of the Cincinnati Union Terminal. Involving expansive curved areas throughout. reroofing the terminal building presented many special problems, not the least of which was the prefabrication of the roof sheets, adequate provision for expansion and contraction, and a design that would insure watertightness under all weather conditions. All of these problems were overcome in the aluminum construction employed, which insures a durable, weather-resisting surface of adequate strength and extremely light weight. In its new application, the aluminum of the roof covering joins earlier extensive use of this same material, which, when the terminal was built in 1933, was used generously in entrance doors, windows, sills, grilles, counters, hand rails and several other applications.

The barrel arch has a span of 159 ft. and is 58 ft. wide, while the half dome area is 192 ft. long, 95 ft. wide and 68 ft. high, with a perimeter of approximately 300 ft. at the base. The existing roof is of concrete, supported on eight curved trusses with spans ranging from 67 ft. 8 in. to 182 ft. Over the concrete, a 30-lb. felt layer had been mopped in the

initial construction, and this was overlaid with terra cotta tile in a diamond rib pattern.

Special Alloy Used

When it became apparent recently that this portion of the terminal roof needed to be resurfaced, aluminum was selected from the available roofing materials not only because of its durable characteristics as a weather-resisting metal, but also because it lent itself readily to the prefabrication necessitated by the curved surface of the roof, and to the use of a fastening design which was known to insure watertightness with ample provision for expansion and contraction. Like-



Aerial view of the completed aluminum roof

wise, it was known that the aluminum roof covering would weigh only onetwentieth as much as the covering replaced.

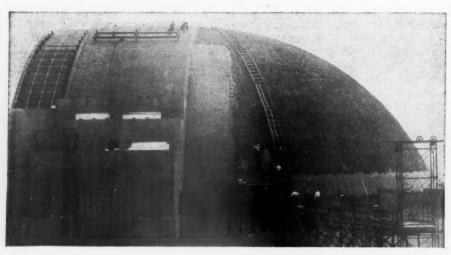
With the exception of the flatter areas at the crest of the roof, where 1/8-in. aluminum sheets were used, the entire dome, barrel and parapet walls were covered with 14-gage aluminum sheets of Alcoa 3-S-1/2H alloy. Altogether, 1,140 sheet sections were used, the largest being 52 in. by 120 in. The preformed aluminum sheets were applied with a patented form of weathertight expansion joint, in what is known as Goodwin Batten-Type roofing and involved the use of approximately 11,500 lin. ft. of extruded aluminum battens and caps, ranging in length from 6 ft. 6 in. to 20 ft., and made from Alcoa 53S alloy.

Prior to the application of the aluminum surface, the old roof tiles were removed, without disturbing the 30-lb. layer of felt beneath. While thus exposed, the old felt layer was repaired

where necessary. Then, over this, a one-inch layer of Armstrong corkboard was mopped on. This is said to have approximately the same insulation value as the previous roofing. Over the cork, another layer of 30-lb. felt was applied, which was followed by a 15-lb. asbestos cap sheet placed with its upper surface dry.

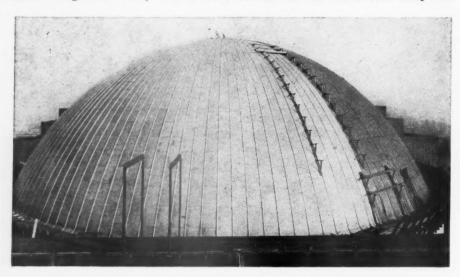
Battens and Capping

The battens used in the new roof covering are extruded aluminum bars formed somewhat in the shape of the letter "W." They are fastened to the roof by aluminum bolts passed through slots in the middle of the W-section and screwed into expansion plugs set in the roof deck. This type fastening is very positive; tests have showed that it can withstand a pull of 22,000 lb. Slots, instead of round holes, are provided for these bolts to permit ample space for expansion and contraction of the battens in relation to the concrete base.



Above—Workmen repairing existing felt layer on half dome and applying new felt and cork insulation. On the barrel arch, the men are installing battens for application of new aluminum sheets. Note various types of scaffolding being used.

Below-Progressive view, with about two-thirds of half dome roof completed



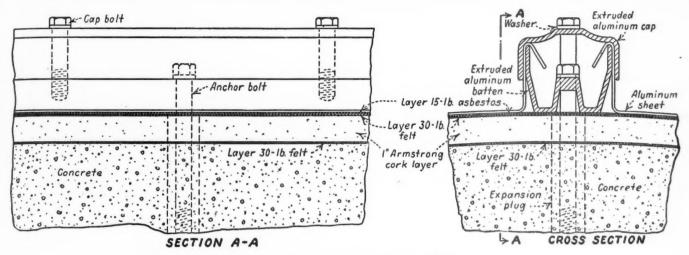
In the Goodwin batten construction, the aluminum roofing sheets are lapped over the sides of the W-shaped battens as shown in the cross-sectional diagram of the joint, and are held in place by a cap. The cap, like the battens, is an extruded 53S aluminum alloy section, but shaped like an inverted letter "U." It completely covers the batten and the folded edges of the aluminum roofing sheets, preventing the entry of water. The cap is fastened by aluminum bolts on 22-in. centers, screwed into the midrib of the batten. Only light tension is applied to these bolts in order to provide for the expansion of the roof sheeting and cap, and also to permit the sides of the cap to remain in close contact with the sheeting. All exposed batten ends are capped.

Roofing Was Prefabricated

During the time that the old roofing was being removed and the underlying surface prepared on the Cincinnati Union Terminal, the aluminum sheets were being pre-curved and otherwise prefabricated, with the necessary folds along the sides of the sheets for fitting over the edges of the battens. Also, the edges at the ends of the sheets were folded back 180 deg. for locking with each other, the fold at the bottom end being doubled under and locking with the fold at the upper end of the contiguous lower sheet. These end folds, while serving to lock adjoining sheets together, permit expansion and contraction, effectively keep out water, and make the use of cross bars or battens unnecessary. The aluminum sheets used to cover the half-dome area required side trimming to shape them for spherical segments, in addition to the preforming work that was necessary on the rectangular sheets for the barrel arch.

Because of the large amount of preforming and other precision work involved, all of this work was performed at the plant of the roofing contractor. Careful measurements were taken of the essential dimensions of the roof and all sheets, capping and battens were fabricated accordingly, greatly simplifying the field application.

Folds in the sheets were made quickly and accurately with a 100-ton shop press, assuring a proper field fit that could not have been attained by workmen at the site. Punch presses, too, expedited the punching of the bolt holes and slots in the battens and capping, and mechanical equipment for threading the bolt holes speeded up that operation. A certain amount of brazing work was involved for capping the ends of alternate battens where they converged near the top of the half-dome, and this likewise was carried out with greater precision in the shop, where welding equipment and



Right—Cross-section of the Goodwin Batten-type Roofing construction. Left—Section showing relative position of cap bolts and expansion bolts

skilled workmen were available, than would have been possible in the field.

All of the sheets were laid out and checked on the shop floor, were assembled with battens, and were then dismantled before they were shipped to the job.

Work Procedure

To anchor the battens securely in place, holes were drilled through the layers of asbestos, felt and cork, and 11/2 in, or more into the concrete roof, for the insertion of expansion plugs. The holes, spaced at 22-in, intervals, were filled with an Alumelastic caulking compound after the expansion plugs were placed. In this connection, cinch lead sleeve anchors with zinc die-cast expanders and alumilite bolts were used. The purpose of using zinc die castings is to break any possible electric circuit between the aluminum sheets and the reinforcing bars in the roof slab, and thus avoid electrolytic action.

Application of the aluminum sheets began with the bolting down of the battens on adjacent meridian lines to the expansion anchor plugs. The sheets were then laid and the capping bolted on—the work commencing with the lowest sheet and progressing upwards until the segment involved had been completed. The aluminum sheets were placed with their ends interlocked, the upper sheet overlapping the lower, and with the joints staggered in adjoining meridian segments to aid in the more uniform distribution of expansion and contraction.

It was found expedient to stop most of the battens of the meridian lines where they converged near the vertex cap on the half-dome, and this was done alternately about 25 ft. and 50 ft. from the vertex, except for every fourth batten, which was carried continuously to the top. In each case, an end cap had

been welded on the sheet placed immediately above the end of the batten, forming a sleeve.

To carry out this work, a shelf scaffolding was erected around the lower periphery of the half-dome, with a side runway over the flat roof of the lower story offices, which was served by an elevator for raising and lowering materials. Several ingenious types of scaffolding were used for the curved portion of the roof, which could be shifted laterally and vertically as desired. One type consisted of light steel channels that flexed with the contour of the roof, with brackets of the same material, spaced about five feet apart, for supporting the



Large-scale view of extruded aluminum batten and cap being fitted together

workmen's planks. The wide spacing of the platform supporting brackets permitted the workmen ample room for handling the large aluminum sheets and, at the same time, allowed them to reach the various bolting points easily.

Rope ladders, and single or mutiple sections of ladders suspended by ropes, were used for removing the old surface and for preparing the underlying surface for the new aluminum sheets. These

ladders could be raised and lowered by means of tackle blocks and readily shifted laterally. As much work as possible was done around the lower periphery of the half-dome with ladders standing on the shelf scaffolding. In all phases of the work, from the removal of the old surface to the placing of the new roof, the operations were commenced on the barrel arches and parapet walls and ended on the half-dome area, with the work on the latter proceeding from one side to the other.

Completed in January, 1946

The completed roof and parapet walls present a pleasing appearance in harmony with the remainder of this beautiful \$41 million passenger terminal and can be seen from a great distance. With its network of interlocked sliding joints the new roof should be capable of withstanding any contraction and expansion to which it will be subjected. In addition, its entire surface is readily accessible in the event that emergency repairs become necessary.

Actual construction of the new roof was begun on October 18, 1945, and was completed on January 31, 1946, with much of the work being done under winter conditions. The engineering, fabrication and installation work was done by the forces of the Overly Manufacturing Company, Greensburg, Pa., under the direction of J. C. Bussey, maintenance engineer, Cincinnati Union Terminal Company.

New Speed Record Sought.—The London & North Eastern Railway is building a new Pacific type locomotive with which it hopes to break its own world speed record for steam traction engines. A locomotive of this same type set the record of 125 miles per hour in 1938, according to British Railways headquarters in New York.

Joyce Retires—Burtness Heads Chicago Great Western

HAROLD W. Burtness, whose election to the presidency of the Chicago Great Western, succeeding Patrick H. Joyce, retiring, was reported in the Railway Age of May 25, is, at 48, one of the youngest railway presidents in the country, and one who has had an unusually wide experience in the railway business. Starting in the traffic depart-

Harold W. Burtness

ment, Mr. Burtness has served in the executive, financial and operating departments of various roads and, in addition in the office of the Association of Western Railway Executives..

In moving into the presidency of the Great Western, Mr. Burtness assumes active control of an important 1,500mile, mid-western carrier serving the states of Illinois, Iowa, Minnesota and Missouri, and linking Chicago, Minneapolis, Minn., and St. Paul; Des Moines, Iowa, Waterloo, Ft. Dodge and Council Bluffs; Omaha, Neb.; Leavenworth, Kan.; and St. Joseph, Mo., and Kansas City. Although not an important passenger carrier (11.2 per cent of 1944's revenues were derived from passenger operation), the road is an important freight hauler with an average freight density of 5,868 net ton-miles of freight per mile of road per day in 1944. Of the total traffic carried about 60 per cent, and in some years considerably more, is received from connecting lines. A substantial volume of transcontinental perishable freight is received from the

road's western connections and moved over-head to Chicago, with a corresponding westward movement of manufactured products. In the years prior to the war the westward movement of automobiles and parts constituted a major source of freight revenues, and now that the manufacture of automobiles is again assuming large proportions a resumption of this traffic is expected. Other major commodities received from connections are soft coal, lumber, iron and steel, meats and livestock.

In recent years the road has been actively soliciting and developing the movement of fresh meats, principally eastbound, and in 1944 handled 19,349 cars, of which nearly 16,000 originated on line. Other important commodities originated are wheat and wheat flour, livestock, corn and green hides.

Mr. Burtness' Career

Mr. Burtness was born in Chicago on November 16, 1897, and received a high school and business college education, later studying, in his spare time, courses of the LaSalle Extension university. He entered railway service in 1914 as a clerk on the Chicago, Burlington & Quincy. In 1915 he went with the Star Union Line (now Pennsylvania) serving successively as clerk, stenographer and secretary to the manager and later as secretary to general freight agent and traffic manager of the Pennsylvania. He entered the employ of the Great Western in 1922 as secretary to the president, serving in this capacity until 1933. From 1925 to 1930 he was also secretary to the chairman of the board and secretary to the chairman of the Western Association of Railway Executives. Burtness was advanced to assistant to the president and secretary of the road in 1933, and on June 15 of the following year he was also placed in charge of the transportation department and was elected a vice-president and director of six subsidiary companies and president of the Great Western Coal Company, another affiliate. When the road was placed in trusteeship in 1935, he was appointed assistant to the trustees, continuing his other duties unchanged. Mr. Burtness was elected vice-president. transportation, of the reorganized company which assumed control of the road in February, 1941.

Patrick H. Joyce, who retires as president of the road, became associated with the Great Western as a director in 1929



Patrick H. Joyce

after a successful career in the railway supply field. He was instrumental in inaugurating an extensive improvement program at that time, which culminated in the purchase of 36 locomotives of the 2-10-4 type, locomotives which were to bear the brunt of the tremendous burden of war-time traffic in the years from 1941 through 1945. He became acting president on July 9, 1931, and president on November 1 of that same year.

Favorable Operating Ratio

Mr. Joyce had the experience of guiding the company through the periods of both its sharpest traffic decline in history and its most rapid recovery and the peak levels of the recent war. In 1930, the year before he assumed the presidency, railway operating revenues totaled \$22, 830,320; in 1931, because of the general business depression, they had fallen to \$20,107,787, dropping still further to \$15,159,400 the following year and to a depression low of \$14,575,180 in 1933. Recovery was slow, and on February 28, 1935, it became necesary to file a petition in bankruptcy in the federal courts, Mr. Joyce being appointed cotrustee with Luther M. Walter, and continuing as president of the company. During the remainder of the decade and in 1940 railway operating revenues rose gradually, and by 1941, the year in which the road emerged from bankruptcy, had reached \$21,501,933, approximately the level of 1930 and 1931. Thereafter operating revenues rose rapidly, reaching an all-time peak of \$30,-432,425 in 1943, and declining only slightly to \$30,186,963 in 1944, and to \$29,415,460 in 1945. Rigid control of expenditures has enabled the company to maintain a favorable operating ratio

throughout the entire period of Mr. Joyce's presidency, in spite of the traffic declines of the depression. The least favorable operating ratio was 77.2 per cent in 1938, but during the 15-year period 1931 to 1945, inclusive, the ratio went above 75 per cent only four times; during the war years it remained below 70 per cent until amortization charges on defense projects raised it to 75.2 per cent in 1945.

One of the major accomplishments of Mr. Joyce's regime was the reduction of funded debt and fixed charges during and after the reorganization of the company. Prior to 1940 the funded debt of the road was \$39,849,640, while annual fixed charges were \$1,849,110. As a result of the reorganization in 1941, funded debt was reduced to \$23,140,570, while fixed charges were reduced to \$953,691. Since that time there have been further substantial reductions so that fixed charges on April 30 totaled \$880,345, while funded debt stood at \$21,331,800.

In the Supply Field

Mr. Jeyce was born in Chicago on March 6, 1879, and received a common school education. His entire adult life has been in the railway and railway supply industries, his first experience being as a trainman. In 1918 he participated in the organization of the Liberty Car & Equipment Co., of which he was elected president. In the following year the Liberty Car Wheel Company, at Hammond, Ind., was organized with Mr. Joyce as president, and when that company merged with the Illinois Car & Manufacturing Co., in 1921, he became president of the combined companies, remaining in that capacity until 1928, when they were purchased by the Standard Steel Car Company, of which Mr. Joyce then became vice-president. Two years later this company was sold to the Pullman-Standard Car & Manufacturing Co., Mr. Joyce becoming vicepresident of that company.

On April 2, 1929, he became associated with the Great Western as a director and on April 8, 1930, he was elected chairman of the executive committee. Mr. Joyce became acting president of the road on July 9, 1931, and president on November 1 of that year. On February 28, 1935, when the road filed in bankruptcy he was appointed co-trustee. The Chicago Great Western Railroad was dissolved on February 19, 1941, and a new company, the Chicago Great Western Railway, assumed the operation of the property, with Mr. Joyce president and chairman of the executive committee. Although retiring from the presidency of the company, Mr. Joyce will remain as a director and as chairman of the executive committee.

Many Trains Were Run

(Continued from page 1105)

in the New York area were on a normal basis late Saturday night, and all scheduled passenger trains were operated on May 26.

New York, New Haven & Hartford.

—No attempt was made to operate passenger or freight trains while the strike was in progress. The first passenger train run after the strike was called off was the 10:25 p. m. Stamford, Conn., train from Grand Central terminal, May 25.

Norfolk & Western.—During the 48-hr. period midnight May 23 to midnight May 25, inclusive, as compared with the 48-hr. period midnight May 15 to midnight May 17, inclusive, the following ratios of service prevailed: freight trainmiles, 8 per cent; passenger train-miles, 45 per cent; yard switching-hours, 33 per cent.

Pennsylvania.—This road began operating long-distance and commuter trains with supervisory personnel and employee volunteers to the fullest extent possible immediately after the strike was called May 23. Service was provided between New York and Chicago by the "Trail Blazer" and between New York and St. Louis by the "Jeffersonian" for the duration of the strike, with some New York-Washington and New York-Philadelphia runs in addition. Limited commuter service was operated at Philadelphia and New York.

On May 24 the Pennsylvania operated 31 food freight trains and 215 passenger trains, mostly commuter. The May 25 program called for 50 food freight trains and many more passenger trains, with east-west coach service expanded to cover Washington, Baltimore, Toledo, Detroit and Cincinnati and new coach service between Chicago, Indianapolis and Louisville. Passenger and freight service expanded with supervisory personnel and employee volunteers all during the strike.

Immediately after the strike was canceled the road began restoring normal through and commuter service, running some principal over-night trains May 25, including the "Broadway" and "Liberty" limiteds westbound. All passenger service was normal by 7 a. m. May 26. Special attention was given to handling coal when the strike ended and 2,000 loaded cars were moved from mine sidings on the night of May 25 to clear up the backlog caused by the strike. Sunday morning saw empty cars placed at all mines ready for loading Monday.

Reading.—Before the strike was called off Saturday afternoon 237 of this road's striking employees had returned to work. Some passenger trains were operated Saturday, including one between Philadelphia and Jersey City.

Richmond, Fredericksburg & Potomac.—This road made no effort to maintain service during the strike. Potomac Yard was shut down except for emergency switching. Normal service was restored by midnight May 25.

St. Louis Southwestern.—No freight trains were operated. Passenger train service was 50 per cent of normal.

St. Louis-San Francisco.—No service was rendered during the strike except troop trains. Five hundred cars of perishable freight on lines were kept under ice during this period. Operations were resumed at 4 p.m. May 25, with departure of the "Bluebonnet" from St. Louis for Texas points and complete normal service was restored within a few hours. Arrangements had been completed to run several other trains on that day, but were canceled by the end of the strike.

Seaboard Air Line.—This road provided "skeletonized" passenger service and very limited freight and terminal operations during the strike period, but virtually normal service was available May 27.

Southern.—Anticipating the strike, this road held at initial terminals those passenger trains scheduled to depart between 1 and 4 p. m. on May 23, and all trains en route at that time except four passenger trains continued to their terminals. No freight trains were operated while the strike was in effect, but daily passenger service was provided in each direction between the principal points, with few exceptions, by using mixed crews. Normal service was restored almost immediately after the end of the strike.

Southern Pacific.—Total freight and passenger service during the strike was estimated at less than one per cent of normal. An estimated 17,890 loaded freight cars, including 3,000 cars of perishables, and 12,355 empty freight cars were tied up during this period.

Texas & Pacific.—All passenger trains enroute on May 23 were run to final terminals. No regular trains were operated on May 24, but on May 25 one passenger train in each direction was run between Texarkana and El Paso.

Terminal Railroad Association of St. Louis.—About 5 per cent of normal operations were maintained during the strike. Slow return of trainmen delayed resumption of full operation until 8 p.m. May 25.

Union Pacific.—No normal service was operated during the strike.

Wabash.—With the exception of the movement of some perishable traffic this road's operations were almost nil. Normal service was restored on May 26.

Western Pacific.—Only troop trains were operated during the strike period.

GENERAL NEWS

1947-1950 Will Be Good Business Years

A. A. R. study group sees postwar traffic greater than pre-war volume

Railroad freight traffic during the years from 1947 to 1950 will range upwards from 463 billion ton-miles to 503 billion ton-miles, being thus lower than World War II's peaks but greater than in any year prior to that war, according to the fore-east of the report on "Economic and Transportation Prospects" which has been issued by the Subcommittee on Economic Study of the Railroad Committee for the Study of Transportation. The forecast of passenger traffic prospects shows business falling away from 50 billion passenger-miles in 1947 to 35 billion in 1950, the latter, however, being greater than in any year from 1927 to 1941, inclusive, though "much below" the wartime totals of 1942 to 1945 and below 1920's peace-time peak of 47 billion.

For the longer post-war period, beyond 1950, no prospects are indicated in the report. The subcommittee's general view in that connection is summarized in the observation that "if experience following the first World War be repeated, there would be a comparatively high level of economic activity for several years succeeding 1950, which would have a favorable reaction on railroad traffic."

The research program out of which the present report has come is that launched about four years ago by the Association of American Railroads under the direction of Judge R. V. Fletcher, A. A. R. vice-president—research. The subcommittee is headed by J. V. B. Duer, assistant to vice-president, Pennsylvania, and the report's foreword states that the A. A. R. Bureau of Railway Economics and its director, Dr. Julius H. Parmelee, "are chiefly responsible for the compilation, analysis and presentation of the information." Dr. Parmelee gave a preview of the report's traffic forecasts in an address before the National Postwar Conference, as noted in the Railway Age of January 5, page 6.

Method of Computation — The subsommittee expects that the 1950 freight business it predicts for the railroads will represent the same proportion of the total ton-miles of all transport agencies as did the railroads' share of the 1940 business—62 per cent. The railroad proportion will have declined gradually to that point from the proportion of 70 per cent experienced in 1944 and 1945. Meanwhile, the rail carriers' proportion of the 1950 passengermiles of all agencies will be under their 1940 share—60 per cent as compared with

62 per cent. In the war year of 1944, the railroads had 73 per cent of the commercial passenger traffic.

The report built up its freight traffic forecasts from an index of productive output, which was recalculated to a ton-mile index to allow for the tendency of ton-mile volume to outrun productive output. The total ton-mile figures thus developed were then broken down to isolate the estimated railroad proportion as follows:

| Ton-miles of all agencies | Per cent all agencies | Per cent of total (billions) | Per cent of total values | Per cent of tota

* Includes mail and express.

Passenger traffic prospects were found "more difficult to calculate," but "taking all the many factors into account" and relying "to a considerable degree" on estimates supplied by other subcommittees on air transport, motor transport, and traffic, the report set forth its forecast as follows:

P "	Prospective Railroad passenger-miles		
of all agencies (millions)	Per cent of total	Amount (millions)	
38,737	62	23,816	
		95,663 50,000	
65,000	61	40,000	
60,000 58,000	60 60	36,000 35,000	
	of all agencies (millions) 38,737 131,123 80,000 65,000 60,000	Passenger-miles of all agencies (millions) 38,737 131,123 80,000 65,000 60 60 60	

With respect to the foregoing, the report cautions that "a range of 10 per cent either way for unpredictable changes in the competitive situation, or in general economic conditions, is within the realm of possibility." It adds that the spread between these two extremes in 1950 could mean a billion dollars in freight revenue and \$140 million in passenger revenue.

Slim Profit Prospect-The report does not develop railroad revenue prospects in detail. It points out, however, that the prospective freight and passenger traffic totals for 1950 would produce an aggregate annual operating revenue of "no more than" \$6 billion "on the basis of freight rates and passenger fares at the beginning of 1946." And it follows through to say that And it follows through to say that if wages, prices, and taxes also remained on the January, 1946, basis, a gross of \$6 billion would probably meet operating expenses and charges, but it would not leave a margin "sufficient to maintain railroad credit at levels that would be to the best interests of railroad progress or the public in general.'

Meanwhile, "many uncertainties lie ahead of the railroads," whose problems involve "competition, public aids to competing forms of transportation, and equality of treatment as to regulation, investment, and taxation," the report says. At the same (Continued on page 1118)

Railroads Should Have Air Transport Rights

A. A. R. committee assails restrictive policy of Civil Aeronautics Board

That the way should be open for railroad participation in air transportation when in the judgment of individual companies such service is necessary to meet the needs of the shipping and traveling public and is likely to result in economies through effective coordination, and when in the judgment of the appropriate regulatory authority the tests of public convenience and necessity and of ability and fitness to perform the service will be met, are the conclusions reached in a report, "Railroad Participation in Air Transport," published recently by a sub-committee on air transport of the Railroad Committee for the Study of Transportation of the Association of American Railroads.

The report said that the subcommittee's study "amply supports" the policy declared in the resolution adopted in 1943 by the board of directors of the A. A. R. instructing President J. J. Pelley and Vice-President R. V. Fletcher "to take such steps as may seem to them wise to remove any restrictions preventing a free and equal opportunity to the railroads in the air field, the truck field, the bus field, and the field of the waterways, and use what steps they may think wise as to legislation and in the field of publicity to give affirmatively to the railroads a free and equal hand in the several fields."

Fair Opportunity Sought-"In view of the potential advantages, the railroads would be unfaithful to their obligations to the public generally, to shippers and to investors, if they did not ask for elimination of arbitrary barriers to the right to participate," the report states. "There is, however, no reason for insisting upon participation in air transport by every rail carrier. Participation and the attendant economies would be determined in each individual case. The railroads are opposed to any step leading to monopoly over air transport or to uneconomical duplication of facilities. But within the framework of a competitive national transportation system, railroads should have fair opportunity to use the airplane as an instrument of transportation. The railroads need and ask for only the right to apply for air service certificates and for approval of acquisitions of control with the assurance that such applications will be considered on the same basis as other applications.

According to the report, public interest in transportation, as expressed by Congress, by disinterested and competent students of transportation, and by independent business and governmental commissions and agencies, has almost universally favored coordination of transportation facilities to accomplish the best service at the lowest cost. The committee points out that study of the possibilities of coordinating rail and air services leads to the conclusion that considerable economies and service improvements would result from effectual coordination.

"For a number of reasons, it is believed that coordination of air-rail services can be accomplished most effectively only where facilities are under the same ownership," the A. A. R. committee declares. "As has been shown, such ownership would make coordination certain and complete. Moreover, through such ownership, rates would tend to reflect relative costs and, with unbiased advice and publicity covering both air and rail services, the result would be an economically sound division of traffic with each form of transport carrying that traffic for which it is most suited. If public aid continues for air transport, opening the door to railroad participation in air transport would reduce the inequity now existing in pitting public-aided transport against a form of transportation not so favored."

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The committee adds that the railroads recognize that, although there is very little opposition to effective coordination, there is, however, controversy over permitting coordination to be accomplished by joint ownership. It goes on to assert that it has carefully weighed the arguments advanced against railroad participation and that its analysis indicates that there are no grounds to fear monopoly and no basis for believing that railroads would stifle air transport, or be at a disadvantage for lack of experience; or that a railroad would impoir improvements in train service if also conducting an air service.

"A more effective competition between transportation companies and between independent and subsidiary air line companies would develop," the committee predicts. "The desire to improve service and increase profits by a transportation-minded, as well as an air-minded railroad staff would promote the use of air services."

A Matter of Interpretation—The report points out that the railroads apparently are all but barred from the use of the airplane by a decision of the Civil Aeronautics Board, in spite of, according to the committee, "what seems to be a clear case for railroad participation in air transport," and despite the "clear intent of Congress in framing the Transportation Act of 1940 and even in formulating the Civil Aeronautics Act of 1933."

"Examination of the statutory language, the intent of Congress and the Circuit Court decision upon which the board leans gives little support to the final decision of the board in the American Export Airlines case," the committee comments. "For in this case, the board decided that the subsidiary airline of a steamship company did not meet the tests of the board's highly restrictive interpretation of the Civil Aeronautics Act, and, therefore, must be separated from its surface carrier parent. The board held also, by way of dictum, that the Civil Aeronautics Act signified a Congres-

Mechanical Division Meetings Postponed

Because of existing conditions, the annual meeting of the Mechanical Division, Association of American Railroads, scheduled to be held at the Congress hotel, Chicago, on June 20 and 21, has been postponed. Tentative arrangements are being made to hold this meeting at the same place during the week beginning August 4, the definite date to be announced later.

The executive committee of the A. S. M. E., Railroad Division, has also decided to postpone the semi-annual meeting of the division, scheduled to be held at Chicago on June 19, just before the A. A. R. Mechanical Division annual meeting. The date of the A. S. M. E. meeting will be announced later, postponement being made to coincide with that of the A. A. R. meeting.

sional intent and provided a legal requirement that surface carriers be barred from air transport, whether under cases involving applications for new operations or applications for acquisitions of control, except where these air operations were auxiliary, supplementary or incidental to surface operations. The decision of the board is based upon an erroneous interpretation of the Congressional intent, which should be remedied by appropriate amendments to the Civil Aeronautics Act."

In the initial phase of the report, in which public interest with respect to the railroads' position is discussed, the committee finds that railroads should be permitted to use air facilities wherever an appropriate regulatory authority finds the proposed operation would serve public convenience and necessity or wherever acquisition of existing air service is found to promote the public interest.

"Arbitrary exclusion of the railroads from the field of air transport beyond the necessary safeguards to avoid a wasteful oversupply of facilities interferes with transportation efficiency, increases the cost, prevents achievement of most convenient service to the public, is unfair to taxpayers and hampers the orderly development of private enterprise," the committee contin-"To render the best transportation service at the least cost consistent with profitable operation, a company should have the right to employ the most efficient equipment available. Yet legal restrictions are placed on railroad ownership and use of water, highway and air instrumentalities for the carriage of persons and freight. While such restrictions on railroad participation in ownership and operation of highway and water facilities have generally been administered judiciously by the Interstate Commerce Commission, joint ownership of railroad and air transport has been subject to an extremely repressive interpretation by the Civil Aeronautics Board, which is responsible for the administration of the Civil Aeronautics Act of 1938.

Efficiency the First Need-The committee adds further that transportation regulatory history shows a strong tendency to emphasize the importance of an efficient transportation system, rather than excessive competition among its parts. It declares that government policy, by fostering independence of the various methods of transport, and, in some instances, by forcing or creating unnecessary competition between transport agencies, has contributed to an oversupply in some areas of certain transportation facilities and to uneconomical duplication and other wastes which, it claims, have resulted in financial difficulties not only for the many railroads but also for all other public carriers. It predicts that although inefficiencies so engendered in the transportation system may have been camouflaged by the extraordinarily heavy traffic demands during the war, peacetime levels will again bring sharply into focus the need for a combined transportation system in the interest of financial solvency, adequate service and reasonable rates.

"If public policy is to require a rigid separation of the agencies of transportation, consistency and fairness demand that each agency be allowed to compete on a free and equal basis," it continues. railroads alone stand ready at all times to handle every kind of traffic almost everywhere. In this respect, they differ sharply from highway, waterway, pipe-line and air carriers. Those agencies are specialists by their very nature and must select their traffic, so far as possible limiting themselves to that which they can handle profitably. If the railroads are not permitted to use specialized methods of transportation to give the public complete, all-around and efficient transportation service, simple justice requires relaxation of controls limiting competition and also elimination of public aids to other domestic carriers so that the railroads may bring their mass transportation economies into full usage in the race for traffic."

How to Coordinate-Pointing out that a number of the nation's leading transportation economists are virtually unanimous in favoring coordination of transportation facilities to eliminate wasteful competition, the committee believes that although effective coordination can best be accomplished through unified ownership, regulatory rules should make it possible to employ any method to effect this coordination, leaving the choice to the agencies concerned. It also believes each transport agency should exercise free choice of methods and thereby secure to the public the advantages of the best in each field of transportation. Adding that the penalty of unwise choice would be the loss of traffic, the committee says that it would not be a question of one agency buying and operating all others, but rather each agency being free to acquire or associate with one or more others when and only when public interest would be served best.

"Although there are differences of opinion as to how coordination of transport facilities may be accomplished, there can be no doubt of the desirability to use facilities so that the most suitable means of transport will be available to the public with the least inconvenience and lowest cost, and at the same time maintain healthy competi-

tion between transportation companies," the committee states. "Such coordination can be affected through unified ownership of instruments of transportation. Because of the recent development of air transport, and the rather limited experience with coordinating rail and air services, the advantages to be anticipated from such coordination cannot be measured in statistically accurate terms, although the probable gains in service and cost can be indicated."

The committee states that coordination of air-transport service would result in many improvements in passenger service, including information, reservation and ticket service, through air-rail fares and schedules, standby service and special baggage service. It also forecasts other improvements in express and freight service and outlines savings that would result from airrail coordination in traffic solicitation and advice, handling tariffs, claim handling and loss and damage prevention, public relations and advertising, joint use of passenger and freight station and terminal facilities. reservations and sale of tickets and use of communication facilities, among combined use of other departments.

C.A.B. Controls Policy - Stressing that air-rail coordination under unified ownership would be both complete and certain and that it would result in an economically sound division of traffic, the committee argues that railroad participation in air transportation would not lead to regulatory complexity nor would this new activity of the railroads be unfair. It also cites the additional capital that would be available

under unified ownership.

Discussing the legal barriers to unified air-rail ownership, the committee says that the present Civil Aeronautics Board has frequently expressed opposition to surface carrier participation in air transport and that because the board has authority over aviation, including both regulation of air transport and, in conjunction with the Civil Aeronautics Authority, promotion of aviation, its decisions largely control the extent of railroad participation in ownership of air transport facilities.

"Having interpreted the Civil Aeronautics Act to require separation of the various modes of transport, the C. A. B. has taken a position which, until modified, will hamper the most effective coordination of surface and air carrying facilities," the committee declares.

"The curious position of the C. A. B. in denying the surface carriers the right to use air carrier facilities in the same manner as other operators upon proof of public convenience and necessity is not only detrimental to the public interest in efficiency transportation, but is an anomalous inter-pretation of Congressional intent as expressed by the laws affecting transportation," the committee concludes. "To remove barriers to the development of an efficient transportation system and to bring air transportation policy into line with the policy applicable to other forms of transport, certain clarifying changes are needed. Some authorities believe that aviation regulation should be placed with the I. C. C. in order to achieve uniformity of national transportation policies. However, if air transport is in such stage of development that regulation by a specialized administrative tribunal is believed to be necessary, at

least temporarily, then the Civil Aeronautics Act should be amended to bring its provisions in line with accepted transportation regulatory policy. The amend-ment of the Motor Carrier Act provisions dealing with railroad acquisition of control over motor carriers should be embodied in the Civil Aeronautics Act. Although it should not be necessary, the American Export Airlines decision makes it imperative that Congress restate its clear intention that surface carriers be granted certificates of convenience and necessity on the same basis as other applicants."

Freight Car Loadings

Carloading totals for the week ended May 25 were not available when this issue went to press.

Loading of revenue freight for the week ended May 18 totaled 688,240 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week	Ended Satur	day, May	18, 1946
District	1946	1945	1944
Eastern Allegheny Pocahontas Southern Northwestern Central Western	137,522 134,773 48,949 104,316 89,391 116,974	151,209 189,314 54,437 128,956 136,338 130,219	163,775 198,613 55,450 123,439 133,230 121,682
Southwestern	56,315	78,441	73,886
Total Western Districts	262,680	344,998	328,798
Total All Roads	688,240	868,914	870,075
Commodities: Grain and grain products Livestock Coal Coke Forest products Ore Merchandise I.c.l. Miscellaneous	42,138 14,635 139,497 4,962 34,820 25,581 119,360 307,247	53,189 14,302 148,638 14,665 43,803 80,959 108,417 404,941	40,600 14,486 175,576 14,854 46,831 86,795 104,546 386,387
May 18 May 11 May 4 April 27 April 20	688,240 684,942 671,311 659,952 650,743	868,914 838,764 866,034 899,950 864,700	870,075 867,182 835,538 850,441 838,737

Cumulative total, 20 weeks ... 14,381,604 16,029,277 16,077,494 In Canada.—Car loadings for the week ended May 18 totaled 66,415 cars as compared with 68,639 cars for the previous week, and 73,295 cars for the corresponding week last year, according to the compila-tion of the Dominion Bureau of Statistics.

Totals	for	Canada		Revenue Cars Loaded	Total Cars Rec'd from Connections
May	18.	1946		66,415	30,223
		1945		73,295	35,683
Cumul	time	totale	for	Canada:	

O. D. T. Order 60 Amended

May 18, 1946 1,325,001 May 19, 1945 1,329,511

Amendment No. 3 clarifies the application to special train service of the Office of Defense Transportation's General Order ODT 60 which requires railroads to reduce coal-burning passenger locomotive mileage 25 per cent because of the fuel situation brought on by the strike of bituminous coal miners. The amendment became effective at 4 p.m. May 28.

It provides that railroads must obtain a permit for the operation or participation in the operation of any special passengertrain service which involves use, on any portion of the route, of coal-burning locomotive power. Thus originating roads which use other than coal-fired motive power would have to obtain a permit for

the through movement of an inter-line special train if coal-burning locomotives are required on any portion of the route.

The amendment also forbids any carrier, which has reduced its daily coal-burning locomotive mileage more than the required 25 per cent, to use any portion of such excess reduction for the operation of any special train, except as authorized by permit. The amendment defines "special passenger train" as any passenger train not shown in the current timetables.

Authority of W. S.A. Extended to September 30

The Interstate Commerce Commission has extended from June 30 to September 30 the "temporary" authority of the War Shipping Administration to operate as a common or contract carrier by water in coastwise or intercoastal service between points on the Atlantic, Gulf of Mexico and Pacific coasts. As reported in Railway Age of May 25, page 1077, the authority, opposed by the railroads, was originally granted last September with a December 31, 1945, expiration date, but the I. C. C. late last year approved an extension until June 30.

Inquiry on Need for Signals on All 50 M. P. H. Lines

The Interstate Commerce Commission has instituted on its own motion an investigation to determine "whether it is necessary, in the public interest," to require any or all railroads "to install block signal system, interlocking, automatic train stop, train control and/or cab signal devices, and/or other similar appliances, methods, and systems intended to promote the safety of railroad operation, upon the whole or any part of its railroad on which any train is operated at a speed of 50 or more miles per hour." The proceeding, docketed as No. 29543, was instituted by an order dated May 20, and all Class I roads and switching and terminal companies are made

Another phase of the inquiry will be its investigation to determine "whether the



Duncan W. Fraser, seated, chairman of American Locomotive Company board, examines a locomotive painting executed by Howard Fogg, railroad artist and for-mer fighter pilot, who was appointed art consultant to the company on May 15

definitions included in the Rules, Standards and Instructions prescribed by the commission's orders of April 13, 1939, pursuant to the provisions of section 26 (now section 25) of the Interstate Commerce Act should be amended to include a revised definition of the term 'minimum speed,' and a definition of the term 'low (restricted) speed.'" The order set no date for hearings, which are to be held "at such times and places as the commission may hereafter direct."

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Oral Argument June 13 on Status of Supervisors

The Interstate Commerce Commission has now set June 13 as the date for oral argument in the reopened Ex Parte 72 (Sub-No. 1) cases involving the status of St. Louis-San Francisco and Union Pacific roadmasters and other U. P. supervisory employees. As noted in the Railway Age of April 20, page 837, the commission's previous decision would have the effect of bringing the employees involved under the provisions of the Railway Labor Act.

Canadian National Speeds up Freight Service

New fast schedules speeding up freight service between Montreal and Toronto have been instituted by the Canadian National, according to S. F. Dingle, chief of transportation. In this new overnight service trains leave Toronto at 7:30 p. m. and arrive in Montreal at 5:15 a. m., and in the reverse service leave Montreal at 6 p. m. and arrive at Toronto at 5:10 a. m. This road has effected a general speed-

This road has effected a general speeding up of freight operation. Between Vancouver and Winnipeg a 90-hour service is scheduled. A three-day service is now in effect between Montreal-Toronto-Winnipeg. Trains leaving Winnipeg at 1 a. m., reach Toronto at 6 p. m. on the second day, and arrive in Montreal at 1 a. m.

on the third day. Similar times apply to westbound trains. Service between Montreal and Halifax and Montreal and Saint John, N. B., permits a third morning delivery at these points.

Berle Blasts Wheeler Bill

Proposed legislation designed to assure equity holders in railroads undergoing reorganization additional protection against having their holdings wiped out completely, under plans approved by the Interstate Commerce Commission and the courts, has been the subject of a sharply critical letter to the editor of the New York Times from A. A. Berle, Jr., one of the more conspicuous holders of important government office early in the Roosevelt administration.

The bill attacked by Mr. Berle, S. 1253, was introduced by Senator Wheeler, Democrat of Montana, chairman of the Senate committee on interstate commerce, and was the subject of extensive hearings before the committee last winter. As revised after the hearings were concluded, and recommended for passage by the committee (Railway Age of April 20, page 834), the bill would allow railroads in trusteeship, if they conform to its requirements, to undertake to reach agreements with creditors to adjust capitalization and debt structure without going completely through the processes of section 77 of the Bankruptcy Act.

This proposal, said Mr. Berle, "comes close to setting a high-water mark in vicious finance since the days when the Goulds and the Fisks plundered the Erie." Under the bill, he went on, "bondholders and creditors of a railroad may be made to go unpaid, or to accept less than their claims, but the courts and the Interstate Commerce Commission are prohibited from impairing the position of stockholders who by this bill must be left in complete ownership and control. In plain English, creditors and bondholders can and will be sacrificed; stockholders, however, are to get

the benefit of money taken away from the people who paid for and get first claim on the railroad property and its earnings."

According to the letter, it is "common knowledge that during the past ten years common stocks of railroads which were either actually or nearly without value were accumulated by a good many speculators, apparently as a flyer in financial politics. S. 1253 looks suspiciously like the pay-off."

The bill affects billions of American savings, Mr. Berle concluded, and the management of "our most essential transport." For that reason he argued that it ought not to be voted on until the public "has a clear knowledge of who wants it, and why." Then, he said, it ought not to pass; and if passed, it ought to be vetoed.

Railroads Oppose Closed Shop Proposal in Canada

The Railway Association of Canada has presented at Ottawa a brief in opposition to the application for a closed shop made by locomotive and car department employees who are members of Division No. 4 of the American Federation of Labor before the Board of Conciliation and Investigation, consisting of: Chief Justice E. A. McPherson of Manitoba, Senator A. Roebuck, and W. F. Macklaier.

The railways represented by the association operate 92.4 per cent of the railway mileage of Canada. The employees represented in the issue comprise approximately 20 per cent of all railway employees in Canada.

As employers and as "something in the nature of trustees" for their shareholders or owners, the railways asserted that it is their prerogative and their duty to insist upon retaining the right to select those who shall enter and remain in their service.

The railways state that "a union shop

The railways state that "a union shop clause strikes at the root of the principles upon which the democratic institutions of the country are founded and this is of as much importance to the employees as to the employers."

"The proposed union shop clause," said the association, "would place in the hands of a body, not subject to independent review, arbitrary power to restrict the fundamental right of the individual to seek and obtain the employment he desires on his merits. . . . It is submitted," the brief continued, "that if it is sound policy to prohibit any action tending to prevent an employee from joining a union, it is equally sound policy to prohibit any action tending to require an employee to join a particular union."

"The railways cannot avoid the conclusion that both coercion and intimidation would be involved if they entered into any agreement to provide that, as employers, they should require applicants for employment to undertake that they become members of some particular labor organization in order to obtain employment or that they should say to all their employees, whatever their personal views might be, conscientious or otherwise, and however long and satisfactory their service, that if they declined to become members of some particular organization they would be dismissed from the employment of the railways. For the railways to undertake to provide



Canadian National Railways Photo

Inaugurating a new overnight freight service between Montreal and Toronto, the Canadian National's "Flyer" is shown on its first run just outside Montreal. The 6200-class Northern type locomotives capable of handling 100 cars will operate in this service.

in an agreement governing any of the many and various classes of employees that a Canadian citizen cannot be employed on a Canadian railway unless he is a member, or agrees to become a member, of some specified labor organization would make them parties to coercion and intimidation."

"There would not appear therefore to be any justifiable reason for changing the conditions which have heretofore prevailed and for adopting a condition that would undoubtedly lead to friction and charges of unfairness, coercion, intimidation or dis-

crimination.

"In the opinion of the railways a policy of these organizations continuing to rely on their own strength and prestige will be far more to their long-term advantage than reliance on buttressing this position by a provision for compulsory membership, and such a policy will assist in maintaining the record of cooperation and mutual respect that has distinguished the relationship of the parties in the past."

The brief of the Railway Association was presented by E. R. Battley, chairman, wage sub-committee, Railway Association of Canada; F. W. Edge, director of labor relations, Canadian National; and H. D. Brydone-Jack, acting manager, department

of personnel, Canadian Pacific.

1947-1950 Will Be Good Business Years

(Continued from page 1114)

time it asserts that a "spirit of courageous self-reliance which looks ahead and emphasises future progress" is the need of the

times in all industry.

"For the railroad industry," the report adds, "the outlook seems likely to be determined largely by the degree to which railroad companies, their owners and managements, and their employees, improve plant and organizations to meet the challenge of tomorrow. The task is not easy. It requires a high degree of courage, imagnation, and persistence. It calls for a spirit of adventure, and for the expenditure of large sums of money for new facilities and modern equipment, largely in the hope and expectation of increased traffic.

"There is need, too, for the development of more nearly equal public treatment of all forms of transportation. Under such a policy traffic would find its proper levels, and flow naturally and almost inevitably to that agency of transport offering the most satisfactory service at lowest real

costs.

"If this be done, progressive and aggressive railroads will obtain their due proportion of the total available traffic, and will continue to play their indispensable part, as private enterprises, in meeting the transportation needs of the nation. They will continue, also, to improve their plant and operations through accelerated research and invention, and through continued investment in the better materials and devices thus made available.

"Under such conditions, the railroad industry can be assured of investment of private capital necessary to supply the type of effective rail transportation service which, as the war has so strikingly demonstrated, is an economic 'must' in the public interest, both now and in the years to come."

General Outlook Appraised—As noted above, the report's traffic forecasts are bottomed on the subcommittee's appraisal of the general economic outlook. In the latter connection it is found that "economic frontiers have not yet been reached in the United States, much less crossed," and that the post-war future "offers many possibilities for industrial expansion and development"

The pattern of World War II's aftermath is expected to conform generally to that of periods following other major wars, i. e., that after a "brief period" of readjustment, "economic activity will rise to a relatively high level for perhaps four years, or from 1947 to 1950, such level being "below the war peak but considerably above former peace-time records." While economic prospects for the longer post-war period, succeeding 1950, "are much more difficult to appraise," the record of previous major wars "suggests that the short-term post-war period should merge into a longer period of prosperity."

"These economic and transportation prospects," the report continues, "are predicated on the assumption that the American people will meet and solve their complex postwar problems along sound economic lines. Such problems include those of an unbalanced federal budget, a swollen public debt, inflationary dangers and policies, and the related questions of production, em-

ployment, and unemployment."

The report as a whole reflects the subcommittee's comprehensive study of the national economy with particular attention to activities which produce the major portion of railroad traffic and revenues. It contains 174 double-column pages illustrated with 40 charts. Preceding the final chapter on post-war railroad prospects are 13 others dealing in turn with economic and transportation prospects; the national economy; population; industrial production; agricultural production; construction; trade; labor force, employment, and unemployment; financial aspects of the economy; war and post-war economic experience; post-war economic prospects; American transportation system; and railroad transportation trends.

Floods in New York Cripple Erie and Lackawanna

Rains of cloudburst proportions over the past week-end in Southwestern New York State have raised the headwaters of the Susquehanna to record levels and have washed out or weakened bridges on the main lines of the Erie and the Delaware, Lackawanna & Western in the vicinity of Corning, N. Y., and Elmira. The washouts are rumored to have resulted after failure of government dikes along the Chemung and Cohocton rivers.

The Erie lost its telegraph lines and two bridges east of Corning. One was an 84-ft. through plate girder span and at another bridge two 148-ft. through pin truss spans went down with 9 cars of cinders which had been placed on the bridge to hold it down. All through Erie trains are being detoured over the Lehigh Valley from Oswego, N. Y., to Buffalo.

The Lackawanna reports two 41-ft. through girder spans (one under each main line track) west of Big Flats, N. Y., weakened by high water from the Chemung river. All through Lackawanna trains are also being detoured over the Lehigh Valley between Waverly, N. Y., and Buffalo. Except for the one bridge weakened, the Lackawanna reported May 29 that its main line tracks were both usable.

Service on the Pennsylvania from the east to Williamsport, Pa., was discontinued on the night of May 27, while operations on the Susquehanna river line north of Sunbury, Pa., were discontinued on the night of May 28, due to high water at various points. Williamsport was isolated on May 29 and service to Elmira and Canandaigua, N. Y., was suspended. Tracks were blocked by rock slides west of Lock Haven, Pa., forcing suspension of service to Erie and Buffalo from that point.

At the time this issue went to press most of the high water trouble had been reported in southwestern New York and northeastern Pennsylvania. The Susquehanna and Delaware rivers further downstream were high but with cessation of the heavy rainfall it was hoped serious trouble to railroads further downstream along these rivers might not occur.

T. P. & W. Guards Acquitted

An Illinois Circuit Court jury, on May 24, acquitted four Toledo, Peoria & Western guards of manslaughter charges which resulted from a shooting affray at Gridley, Ill., on February 6, in which two union pickets were killed during an attempt by the road to operate a freight train over its line. No further attempts to operate have been made.

I.C. Improves New Orleans-Chicago Freight Service

A new, fast freight train from New Orleans, La., to Chicago has been announced by the Illinois Central, to operate from New Orleans daily except Monday, at 10:30 a. m., arriving in Chicago 51 hr. later. The new train, to be designated NC 4, will also result in improved freight service from New Orleans to Jackson, Miss., and Meridian, Memphis, Tenn., Louisville, Ky., and St. Louis, Mo., and will give the I. C. a second daily dispatch freight train from New Orleans to northern markets in addition to numerous extra trains which are operated daily.

No "Super Seniority" for Vets, Supreme Court Rules

The Supreme Court of the United States ruled on May 27 that the re-employment guarantees of the Selective Service and Training Act of 1940 do not give veterans "super seniority" over non-veterans. Declaring that the veteran must be given back his old job—or one just as good—and that for seniority purposes his time in the armed forces counts as time worked, the court, in ruling that the veteran cannot be discharged for one year, also decreed that a "lay-off" is not a discharge.

Major General Lewis B. Hershey, Selective Service director, had held that a vet-

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Over half the freight tonnage of the Detroit, Toledo and Ironton carried in 1945 consisted of partially or completely manufactured products, much of which called for fast transportation and prompt deliveries.

An important factor in enabling the D. T. & I. to maintain the necessatily fast schedules, with heavy trains, was its fleet of eighteen modern Lima-built steam locomotives placed in service during recent years.

LIMA LOCOMOTIVE WORKS LOCOMOTIVE WORKS INCORPORATED, LIMA, OHIO



eran also must be granted so-called "super seniority," which would give him preference over non-veterans with more seniority. This administrative ruling was opposed by railway labor organizations, and the Railway Labor Executives Association intervened and filed a brief in support of the position taken by the court in its opinion.

The decision was rendered in the case of Fishgold v. Sullivan Drydock & Repair Corporation. Fishgold, following his discharge from the armed forces, was rehired as a welder, but seven months later, during a slack season, was laid off for nine days while workers with more seniority were retained. Fishgold was awarded \$86.40 by the U. S. District Court, but the Second Circuit Court reversed the judgment on the grounds that Congress intended workers should be returned to their original, but not a super status.

In delivering the opinion of the court, Justice Douglas said that the act's provisions guarantee the veteran against loss of position or loss of seniority by reason of his absence. He added that the law protects a veteran against being discharged for a year after he leaves the service, but that a lay-off is not a discharge. He pointed out that if Congress had meant to give veterans a right against lay-offs, the law would have said so.

Stating that there is no suggestion that Congress sought to sweep aside the seniority system and that it was trying to give the veteran protection within the framework of the system, Justice Douglas declared that "we have searched the legislative history in vain for any statement of purpose that the protection accorded the veteran was the right to work when by operation of the seniority system there was none then available for him."

none then available for him."

Justice Black, the only dissenter, said his opinion was based on the fact that the dry dock company did not join in the appeal and that he doubted that the union had a right to bring the case into the higher courts.

\$600 Million Omnibus Rivers Bill Goes to House

Authorizations for appropriations totaling \$601,725,070 for new work on 58 rivers and harbors projects are included in H. R. 6407, the omnibus bill which has been reported favorably to the House from the committee on rivers and harbors. Included among the approved projects is the proposed Tennessee-Tombigbee waterway estimated to cost \$116,941,000; the proposed improvements on the Big Sandy river and Tug and Levisa forks in Kentucky, West Virginia and Virginia at an estimated cost of \$82,300,000; and the \$73,361,000 project for work on the Apalachicola, Chattahoochee, and Flint rivers in Florida and Georgia.

Other large projects which would be authorized by the bill include: Columbia river, Foster creek, Wash., \$71,000,000; Arkansas river and tributaries, \$55,000,000; Red river and tributaries, \$42,000,000; Great Lakes connecting channels, \$28,063,000; Illinois waterway and Grand Calumet river, \$21,000,000; Cumberland river and tributaries, \$20,730,000.

The favorable report on the bill said

that the committee had been "impressed with the phenomenal growth of traffic on the waterways of the United States both before and during the war." It went on to recall the committee's hearings on the bill where "it was repeatedly brought out that the advantages afforded by low-cost transportation have redounded not only to the benefit of the individual areas directly served by our great waterway and harbor system, but to the welfare of the country as a whole."

The report also includes brief comment on each of the approved projects. For Tennessee-Tombigbee it found prospective annual traffic of 5,764,000 tons, the "savings" on this tonnage being estimated at \$6,251,000. The ratio of costs to benefits is put at 1.0 to 1.05. "The benefits which will accrue will be national in scope and character and of sufficient magnitude to warrant the undertaking of the project by the United States," the report added.

British and Irish Railways Appoint Representative

The British and Irish railways announced recently that T. D. Slattery, who for two years has been temporarily in charge of their New York office, has been permanently appointed as resident vice-president and general traffic manager in the United States and Canada, with headquarters at 9 Rockefeller Plaza, New York.

Car Service Orders

Because of court orders authorizing receivers of the Pittsburg, Shawmut & Northern to suspend operations and embargo traffic over portions of that road's line north of Bolivar, N. Y., and south of Hyde, Penna., the Interstate Commerce Commission has issued Service Order No. 523 to accord railroad service "to the extent possible" to the affected shippers and receivers of freight. The order directs the P. S. & N. to allow the Erie joint use of its Hornell, N. Y., terminals, including main-line tracks for a "reasonable" distance outside of such terminals. It also protects through routes and joint rates via the closed junction points, requiring that no different rates shall be collected for movements via the remaining available junctions. The order became effective May 23 and will expire September 30 unless otherwise modified.

Amendment No. 1 to Service Order 518 prohibits the Atlantic Coast Line from holding for reconsignment or diversion at Rocky Mount, N. C., or Petersburg, Va., any car loaded with potatoes. The original prohibition against holding by the Norfolk Southern at Berkley, Va., remains in the order.

A. S. M. E. Locomotive Test Code Committee Reorganized

In a reorganization of Committee No. 15 of the Power Test Codes Committees of the American Society of Mechanical Engineers, which has charge of the modification and interpretation of the Code for Testing Steam Locomotives, the following have been appointed: Lawford H. Fry (chairman), director of research, Steam Locomotive Research Institute, Inc., 60

East Forty-Second street, New York 17; C. D. Barrett, assistant engineer of tests, Pennsylvania Railroad, Altoona, Pa.; W. F. Collins, engineer of tests, New York Central, 466 Lexington avenue, New York 17; James E. Davenport, vice-president in charge of engineering, American Locomotive Company, 30 Church street, New York 8; Ralph Johnson, chief engineer, Baldwin Locomotive Works, Paschall Post Office, Philadelphia 42, Pa.; H. G. Miller, mechanical engineer, Chicago, Milwaukee, St. Paul & Pacific, Milwaukee 3, Wis.; Henry B. Oatley, vice-president, the Superheater Company, 60 East Forty-Second street, New York; A. J. Townsend, vice-president in charge of engineering, Lima Locomotive Works, Lima, Ohio.

National Instrument Conference and Exhibit

The first National Instrument Conference and Exhibit of the Instrument Society of America will be held in the William Penn hotel, Pittsburgh, Pa., September 16-20, 1946, for which a program has been arranged, consisting of 15 sessions. Subjects which will be covered include: measurement and automatic control in industry, inspection and gaging, scientific measurements, and physical testing.

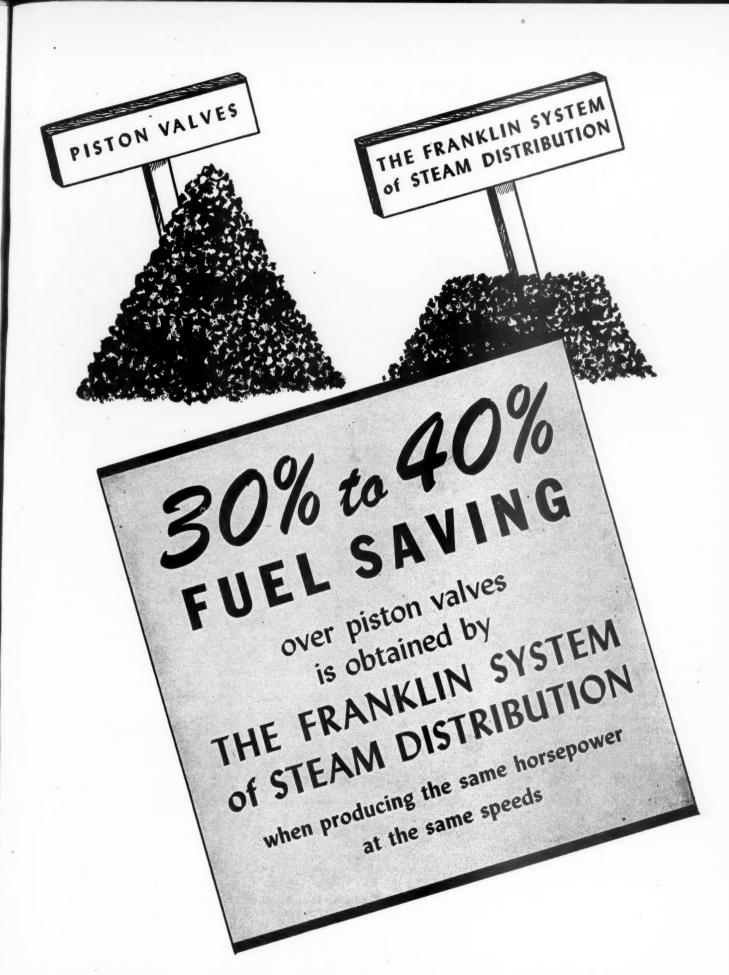
Appeals in Rock Island Reorganization Denied

Appeals taken by four separate groups of appellants in the United States Circuit Court of Appeals for the seventh circuit, asking that the proposed order of the federal district court approving the reorganization plan of the Chicago, Rock Island & Pacific be set aside were denied in an opinion rendered in Chicago on May 23. The four appeals, each naming Joseph B. Fleming and Aaron Colnon, trustees of the road as defendants were filed by the debtor company and Carter H. Harrison, Jr., in No. 8929; by the debtor company in No. 8930; by the St. Louis Union Trust Company, as trustee for the bond holders of the Little Rock, Hot Springs & Western, in No. 8931; and by Gerald Axelrod in No. 8938.

In case No. 8929, the preferred stock committee contended that when the original plan of the Interstate Commerce Commission was returned to that body for modification by District Judge Michael J. Igoe, the Commission was required by section 77 (d) of the Bankruptcy Act to create an entirely new plan, rather than merely to amend the old one so as to answer the objections of the district court.

In case No. 8930, the debtor urged that the proposed reorganization plan be held unfair because it discriminates unfairly in favor of the senior creditors to the detriment of the junior creditors and that the plan violates legal standards in the degree of participation among the various classes of creditors and stockholders.

In case No. 8931, the trustee of the Little Rock alleged that the I. C. C. did not follow legal standards in determining the value of the security for its bonds and that the Commission may not provide for the sale piecemeal of the Little Rock line, the entire line of which is the security for these creditor's bonds. (Thirty-three miles of the Little Rock are now owned by the Missouri Pa-





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FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK . CHICAGO . MONTREAL

cific, and the remaining 22 miles are owned by the Rock Island, through a subsidiary, but the present mortgage covers the en-

tire line.)

In case No. 8938, the convertible bondholders' group, who represent a class of unsecured creditors who are to receive approximately 34 per cent of their total claims, disputed the fairness of the plan and questioned the distribution of the securities among the creditors by the Commission. They also asserted that the Chase National Bank, trustee for the issue, had violated its trust and exercised dual and conflicting roles of trustee and creditor.

The court, in denying the appeals, held that "so long as legal standards are followed the judgment of the Commission is final" and that such failures were not proved by

the appellants.

Upon receipt of the opinion denying the appeals. Judge Igoe ordered that a hearing be held in federal district court in Chicago on June 11, for the purpose of considering affirmation of the plan.

Olds Sees St. Lawrence Project a Boon to Railways

The proposed St. Lawrence seaway and power project will "create its own commerce and so make its contribution to the higher levels of production and national income which all are seeking," a development that is "bound to benefit the railroads and the port cities which participate in today's trade," according to Leland Olds, chairman of the Federal Power Commission, who spoke May 27 at a Syracuse, N. Y., meeting which had this project as its theme.

No other nation would have failed to take advantage of the benefits to be derived from the St. Lawrence development, Mr. Olds declared, and he went on to describe the benefits which he contended would ensue from its completion for wholesale and retail trade, for the farmer, for industry and factory workers, for users of electric power, for the taxpayers and for the railroads. The project has been "grossly misrepresented by the shortsighted in-terests which oppose it," he insisted, and, he declared, it will "assure more high class transportation business for the great railroads which serve the region, more business for the cities which serve as its commercial centers, and ultimately more business for the entire country.'

The seaway will "create its own commerce," the F. P. C. chairman went on to say, a development that he called beneficial to the railroads and the ports. The gains "unquestionably" to be derived from the project, he said, will not be at the expense of the rest of the country. "Opponents say it will draw industry away from existing industrial centers and militate against location of new industries in sections of the country not adjacent to the project. They say it will displace steam-generated power and so deprive coal miners and railroad workers of jobs."

"This kind of argument," Mr. Olds de-clared, "like its companion argument, that the seaway would deprive the railroads of traffic, completely overlooks the fact that cheap power and cheap transportation create business which would otherwise not

exist."

Equipment and Supplies

LOCOMOTIVES

The WEST VIRGINIA NORTHERN has ordered two 1,000-hp. Diesel-electric switchers from the Electro-Motive Division of General Motors Corporation.

The NIGERIAN RAILWAY has ordered 14 steam locomotives of the 2-8-2 type, with a 31/2-ft. gage, from the Montreal Locomotive Works, Ltd., a wholly-owned subsidiary of the American Locomotive Com-

FREIGHT CARS

The NEW ORLEANS PUBLIC BELT is inquiring for five 70-ton covered hopper cars.

The Union Tank Lines are inquiring for 500 50-ton tank cars.

The Kansas City Southern is inquiring for 100 70-ton pulp-wood cars.

The DENVER & RIO GRANDE WESTERN has ordered 10 caboose cars from the Pressed Steel Car Company.

The Ann Arbor has ordered 50 50-ton box cars from its own shops. The inquiry for this equipment was reported in the Railway Age of February 2, page 300.

The Norfolk & Western will build 250 50-ton box cars in its own shops. Inquiry for this equipment was reported in the Railway Age of May 11, page 977.

The CENTRAL OF PENNSYLVANIA has ordered 125 70-ton cement hoppers from the Harlan & Hollingsworth Corp. The inquiry for this equipment was reported in the Railway Age of April 27, page 891.

The Atchison, Topeka & Santa Fe has ordered 350 40-ton refrigerator cars from the Pullman-Standard Car Manufacturing Company. Inquiry for this equipment was reported in the Railway Age of April 27, page 891.

Supply Trade

Edward C. Zimmerman has been promoted to associate design engineer of Luminator, Inc. With the company for 21 years, Mr. Zimmerman has had extensive experience in designing, engineering, selling and manufacturing.

Aeronautical Products, Inc., has appointed Champion Transportation Sales, Inc., Chicago, national railroad representatives for the sale of the former's screw machine parts, railroad hardened and ground bushings and pins, rigid live centers, and other products.

Major Carl R. Tufts has joined the Detroit, Mich., staff of the Baker industrial truck division of the Baker-Rauland Company, Cleveland, Ohio. J. K. Mahaffey & Son have been appointed industrial truck division representatives in the Pittsburgh, Pa., area.

Andrew Thompson, who recently was discharged from the Army, has been appointed manager of transportation seating, Restfoam division, Hewitt-Robins, Inc. In his new position, Mr. Thompson will direct sales of the foam rubber used in



Andrew Thompson

railroad cars, buses, air lines and other forms of commercial travel. He has been Hewitt-Robins since 1936, having served in the sales department at Buffalo, N. Y., and as manager of New England

Robert F. Golden, formerly assistant to the president of the National Lock Washer Company, has been appointed head of the newly-established research and development department of the Eaton Manufacturing Company. The new department will be located at Massillon, Ohio, and will be devoted to research and development on lock washers, spring lock washers, snap, bearing, lock and retainer rings, and other production fastening de-

Kenneth I. Silvis, with Eaton's Reliance division since 1935, and for the past



Robert F. Golden

5 years in the cost and payroll department, has been promoted to the snap ring sales department.

Gilbert P. Bogert, executive vice-president of the Oxweld Railroad Serv-



a complete brick arch in the firebox is a first essential toward securing full fuel efficiency.

The cost of maintaining a complete arch at all times is but a fraction of that of the coal which is saved.

And the harder the locomotive is working, the greater are the gains from the maintenance of a complete Security Sectional Arch.

HARBISON-WALKER REFRACTORIES CO. Refractories Specialists



AMERICAN ARCH CO. INC. 60 East 42nd Street, New York 17, N. Y. Locomotive Combustion Specialists

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lo, nd ice Company (a subsidiary of the Union Carbide & Carbon Corp.) at Chicago, has been elected president, with the same head-quarters. He succeeds John H. Rodger, who becomes chairman of the board of directors and was recently elected vice-president of the parent company in charge of its railroad division.

The Brown Boveri Corporation, 19 Rector street, New York, has been incorporated under the laws of the State of New York as an affiliate of Brown, Boveri & Co., Ltd., of Baden, Switzerland. The new company, devoted to an expansion of the activities carried on by Paul R. Sidler at New York for nearly 15 years, will intensify the dissemination of data and information on new Brown Boveri products and their application. Mr. Sidler is president of the new corporation.

Percy R. Keller, formerly manager of miscellaneous sales with the General Steel Castings Corporation in Washington, D. C., has assumed his new duties as an assistant



Percy R. Keller

railway sales manager for the Edward G. Budd Manufacturing Company. Mr. Keller, a native of St. Louis, Mo., has been engaged in various railroad activities for the past sixteen years in New York and Pennsylvania and will make his headquarters in the firm's Philadelphia, Pa., office.

Joseph F. Clary, an assistant railway sales manager, formerly of the Philadelphia office, has been transferred in the same capacity to the Chicago office. Robert A. Sherman, formerly district railway sales manager in the St. Louis office, has been named regional railway sales manager with headquarters in St. Louis.

Einar G. Hallquist and Karl S. Howard have been elected vice-presidents of the General Steel Castings Corporation.

Mr. Hallquist began his career with the Commonwealth Steel Company in 1909 in the product engineering department and in 1919 was appointed mechanical engineer, later becoming chief mechanical engineer. In 1929, after the acquisition of Commonwealth Steel by General Steel Castings, he was made chief mechanical engineer of the new company. Mr. Hallquist was elected vice-president-engineering in 1938 and continued in that position until, in 1941, he resigned because of ill health. He returned to the company in 1943 as special repre-

sentative with headquarters in the Chicago sales offices. In 1945 he was appointed assistant vice-president and moved his office to the Granite City, Ill., plant, where he served until his election to vice-president in charge of the Commonwealth plant.

Mr. Howard was graduated in mechan-



Einar G. Hallquist

ical engineering from Washington university in 1909 and joined Commonwealth Steel's plant engineering department the same year. In 1930, after the above-mentioned acquisition, he transferred to Eddystone, Pa., as mechanical superintendent of both plants. In 1935 he was appointed works manager and in 1942 he supervised the design and construction of the Armour plant at Madison, Ill. He was works manager of this plant during its operation. When it closed, he was appointed general mechanical superintendent and later assistant vice-president. Mr. Howard is in



Karl S. Howard

charge of all business connected with the offices of general mechanical superintendent and general purchasing agent.

Railway Radiotelephone & Signals, Inc., a new corporation, has been formed to serve as the exclusive distributor of Aireon Manufacturing Corp., of Kansas City, Kan., for its railroad radio and other communications equipment. The president of the new corporation is William A. Hahn of Baltimore, Md., who also heads the Standard Railroad Signals & Fusee Co., while Samuel W. Fordyce, III, is vice-president and general manager, and E. W.

Purcell of Boonton, N. J., is also a vice-president. Dr. C. N. Kimball is engineering consultant, J. E. Derham of Kansas City is assistant general manager and W. D. Siedel is the Chicago division manager.

Wallace N. Barker, whose election to the newly-created position of executive vice-president of the Pullman-Standard Car Manufacturing Company was reported in the Railway Age of May 18, was born at Michigan City, Ind., on November 30, 1897, received his higher education at Yale University, and served as a lieutenant of field artillery in World War I. He entered the car building industry in 1920 in the engineering department of the Haskell & Barker Car Co., at Michigan City. Two years later, when the Pullman Company purchased Haskell & Barker, he was transferred to the former company's executive offices at Chicago. In 1926 he was appointed assistant to the vice-president of what was then known as the Pullman Car



Wallace N. Barker

& Manufacturing Co., and four years later he became assistant to the president. In 1931, during the process of merging Pullman Car and the Standard Steel Car Company, he served as assistant to the president of both concerns. Since December of 1934 he has been a vice-president in charge of all manufacturing for Pullman-Standard, and director of its plant operations at Michigan City, Ind., and Hammond, Butler, Pa., Bessemer, Ala., Worcester, Mass., and Chicago.

Construction

NEW YORK, NEW HAVEN & HARTFORD.— This road has been authorized to do work on modernizing the track, reclaiming hopper cars, conveyors, feeders, the telescopic chute and gates at the power plant in Cos Cob, Conn. The probable cost of this project is \$50,000.

Pere Marquette.—This road has applied to the Interstate Commerce Commission for authority to construct a 495-foot cross-over track between a point on the main line of the Pennsylvania and a point on the main line of the applicant near the Fuller Block station, Grand Rapids, Mich.

Why makeshift repairs to maintain the shop record?



There is no need to make such repairs, causing engine failures and need-lessly tying up power at terminals, when unserviceable units can be remanufactured by Elesco, restoring free steam area and smooth gas-touched surface.

a weak link in a chain.

Furthermore, it is cheaper in the long run from the standpoint of efficiency and low maintenance.

Shop or enginehouse repairs, such as

ball ends and return bends welded on

to superheater units are equivalent to

THE SUPPRISONS COMPANY Representative of AMERICAN THROTTLE COMPANY, INC. 60 East 42nd Street, NEW YORK 122 S. Michigan Ave., CHICAGO Montreal, Canada, THE SUPERHEATER COMPANY, LTD.



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Superheaters · Superheater Pyrometers · Exhaust Steam Injectors · Steam Dryers · Feedwater Heaters · American Throttles

June 1, 1946

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Financial

Bangor & Aroostoog. — Promissory Notes.—This road has applied to the Interstate Commerce Commission for authority to issue \$332,000 of promissory notes, proceeds of which will be used toward the purchase of 100 all-steel rack cars under a conditional sales agreement with the Magor Car Corporation.

Indianapolis Union.—Refunding.—This road has requested bids before June 11, for \$6,500,000 of refunding and improvement mortgage bonds, series G, maturing on June 1, 1986. The bonds will be guaranteed jointly by the Pennsylvania and the New York Central and the interest rate is to be named by the accepted bidder. Proceeds from the sale of the new issue, together with treasury funds, will be used to redeem on September 1, the refunding and improvement mortgage 3½ per cent, series B bonds, \$7,679,000 of which are outstanding.

LIVE OAK, PERRY & GULF.—Notes.—This road has applied to the Interstate Commerce Commission for authority to issue \$71,860 in 23/4 per cent notes, the proceeds of which will be applied toward the payment of the balance of the purchase price of two 70-ton 600-horsepower Diesel-electric locomotives.

NEW YORK, CHICAGO & ST. LOUIS.— Recapitalization Plan.—The directors of this road have appointed a committee of five of their number to study the possibilities of a plan of recapitalization with a view to eliminating arrearages on the preferred stock. The possibility of settling the arrearages by merger or consolidation will be considered. Arrearages on the preferred stock on April 1, totalled \$84.50 a share, and there were approximately 360,578 shares outstanding.

New York, Susquehanna & Western.—Annual Report.—Operating revenues of this road last year amounted to \$4,448,548, compared with \$5,659,350 in 1944. Operating expenses totaled \$2,778,722, compared with \$3,208,537. Fixed charges were \$640,957, compared with \$633,434. Net income was \$38,013, compared with \$348,388. Current assets at the end of the year were \$4,554,270, compared with \$4,614,020. Current liabilities were \$1,821,762, compared with \$2,362,440. Long term debt was \$13,182,154, an increase of \$170,697.

New York, Chicago & St. Louis.— Equipment Trust Certificates.—This road has applied to the Interstate Commerce Commission for authority to assume liability for \$1,780,000 of equipment trust certificates to finance in part the acquisition of equipment estimated to cost \$2,241,563, including 500 50-ton all-steel box cars, 50 70-ton all-steel hoppers and 50 70-ton all-steel covered hoppers. The certificates would be dated June 15, 1946, and mature in 10 annual installments from June 15, 1947, to June 15, 1956. They would be sold under competitive bidding at a rate not exceeding 2 per cent, with no bid to be less than 99 per cent of par.

Pennsylvania. — Stockholders' Appeal Denied.—An appeal by two stockholders of

this road to restrain the Pennsylvania from paying \$15,000,000 to the Pennroad Corporation, has been rejected by the Federal Circuit Court of Appeals in Philadelphia, Pa. The decision was the second made by the court in the proceedings within a week, and clears the way for the consummation of a settlement between the two corporations, in connection with Pennroad stockholders' suits. Litigation instituted by two stockholders of Pennroad against the Pennsylvania and nine of its officers and directors, to recover approximately \$95,000,000 of alleged losses, was settled by the two companies for \$15,000,000 on March 1, 1945. (See *Railway Age* for March 3, 1945, page 471.)

SOUTHERN PACIFIC.-T. & N. O. Refunding.-Division 4 of the Interstate Commerce Commission has authorized the Texas & New Orleans to issue \$80,000,000 of first and refunding mortgage bonds for which the Southern Pacific Company will assume liability as guarantor. The total issue will include \$15,000,000 of series B bonds, due April 1, 1970; \$45,000,000 of series C, due April 1, 1990; and \$20,000,000 of series D, also due April 1, 1990. Competitive bids were invited for the B's and C's, and the only bid received was that of a syndicate headed by Kuhn, Loeb & Company, which offered 98.5 and accrued interest for the B's with a 3½ per cent interest rate, and 98.25 and accrued interest for the C's with a 33% per cent interest rate. The bid had been accepted subject to commission approval and the decision authorized sale on those bases. The D's will be purchased by the Southern Pacific Company on the same terms at which the C's are sold. The funds thus obtained at an average annual cost of 3.44 per cent will be used to carry out the refunding plan outlined in detail in the Railway Age of May 4, page 944, where the application was reported.

WESTERN PACIFIC.—New Director.—Stuart Jenkins, president of the Western Realty Company, San Francisco, Cal., has been elected a member of the board of directors of the Western Pacific.

WESTERN PACIFIC .- Refunding .- Objecting to conditions imposed by Division 4 of the Interstate Commerce Commission in connection with its approval of a proposed refunding of \$10,000,000 of Series A first mortgage 4 per cent bonds by issuance of a similar amount of Series B bonds, this road has filed with the commission a petition for reconsideration and oral argument. Division 4's decision, which withheld issuance of an order pending written acceptance by the applicant of conditions requiring that certain reserve funds be added to the sinking fund for the new bonds, was reported in Railway Age, April 20, page 848. The present petition says that the conditions could result in retirement of the proposed Series B bonds at a high premium within a short period and render the entire refunding operation "illadvised and improvident." It added that part of the reserve fund was not a fixed reserve fund but a flexible one established to maintain a "pay-as-you-go" tax plan and could not result in any balance of consequence. It also said that there was no way of determining whether or not the \$10,-

100,000 of the contingent fund held pending determination of the road's federal income taxes for 1943 and the first four months of 1944 would have to be used entirely or in part; and that more important uses might be found for all or part of the fund not required.

Average Prices Stocks and Bonds

May 28 week Last year

Average prices of 20 representative railway stocks. Average prices of 20 representative railway bonds. 100.63 100.5 99.00

Dividends Declared

Alabama Great Southern.—Ordinary and 6% participating preferred (both resumed), both \$3.50, payable June 27 to holders of record May 27.

\$3.50, payable June 27 to holders of record May 27.

Boston & Albany.—\$2.50, payable June 29 to holders of record May 31.

Erie.—Certificates of beneficial interest, 50¢, payable June 15 to holders of record May 31.

Erie & Pittsburgh.—7% guaranteed, quarterly, 80¢, payable June 10 to holders of record May 31.

Union Pacific.—Quarterly, \$1.50, payable July 1 to holders of record June 3.

Ware River.—Guaranteed, semi-annually, \$3.50, payable July 7 to holders of record June 21.

Railway Officers

EXECUTIVE

Walter L. Price, comptroller of the Baltimore & Ohio, has been appointed vice-president in charge of accounting and freight claims, with headquarters as before at Baltimore, Md. John J. Ekin retired from this post on May 31, after more than 51 years with the B. & O. and affiliated companies.

Charles E. Finley, whose election to vice-president, traffic, of the Great Northern, with headquarters at St. Paul, Minn., was reported in the *Railway Age* of May 18, was born in St. Paul and entered railway service in 1924 as a stenographer on the Great Northern. In 1928 he was transferred to the right-of-way department and

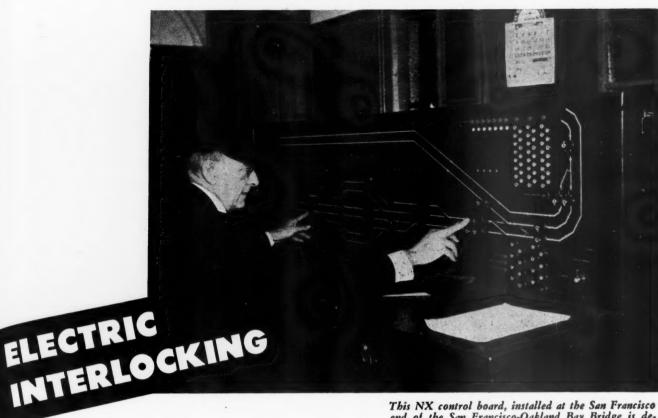


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Charles E. Finley

later the same year he was appointed field tax agent. In 1930 Mr. Finley was promoted to right-of-way and tax agent at Great Falls, Mont., and in 1931 he was transferred to Seattle, Wash., as western tax agent. In May, 1937, he was appointed



This NX control board, installed at the San Francisco end of the San Francisco-Oakland Bay Bridge is designed to handle a train a minute through this busy terminal. A similar board at the Oakland end speeds trains through the busy yards there.

Complex, busy terminal plants, handling hundreds of trains every day, benefit most by installation of NX electric interlocking.

This modern G-R-\$ system greatly increases the capacity of a single operator to set up a multiplicity of routes. He "breezes through" peak traffic loads with a minimum of physical and mental fatigue — and a maximum of coordination and freedom from delays.

With NX, it requires only two finger-tip moves to set up a route through the plant. No

time is lost breaking the route down into a complex series of lever moves. The operator simply manipulates one eNtrance knob and one eXit button. NX does all the rest; throws the switches, clears the signals and shows each train's position and progress by means of lights on the control board.

Why not let G-R-S engineers give you an accurate forecast of just what benefits you may expect from this *new idea* in train directing. Call on them at our nearest district office.





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a traffic representative at Seattle and in 1938 he was advanced to special traffic representative, with headquarters at St. Paul. On January 1, 1939, Mr. Finley was promoted to assistant general freight agent at St. Paul, and in October, 1941, he was advanced to assistant freight traffic manager, with the same headquarters, the position he held at the time of his new promotion.

Arthur B. Johnson, general land and tax agent for the Erie, with headquarters at Cleveland, Ohio, has been appointed vice-president in charge of real estate and industrial development there.

Vernon P. Turnburke, whose election to vice-president, executive department, of the Great Northern, with headquarters at St. Paul, Minn., was reported in the Railway Age of May 18, was born in Washington, D. C., and entered railway service as a messenger boy of the Pennsylvania. He later attended the University of Michigan, being graduated in civil engineering in 1911. He then returned to railway service in the bridge engineering department of the Michigan Central at Detroit, Mich., and later went with the Chicago, Milwaukee, St. Paul & Pacific at Chicago on similar work, subsequently being assigned to statistical work. In 1917 Mr. Turnburke went with the Great Northern as statistician. A year later he was drafted by the government for war work in Washington in connection with the federal control of railroads and at the end of federal control in 1920, he was manager of the



Vernon P. Turnburke

operating statistics section. Returning to the Great Northern he continued as statistician, and in 1925 he was advanced to general auditor. In September, 1942, he was promoted to assistant to the president, the position he held at the time of his new promotion.

FINANCIAL, LEGAL AND ACCOUNTING

John T. Ridgely, whose appointment as general real estate agent for the Pennsylvania, with headquarters at Philadelphia, Pa., was announced in the May 4 issue of Railway Age, was born at Tyrone, Pa., on June 9, 1887, and was graduated from Lehigh university in 1909. He entered railroading in 1909 as a rodman for the Pennsylvania, and subsequently advanced to

transitman in 1913, and to assistant supervisor of the Conemaugh division at Blairsville, Pa., in 1914. Mr. Ridgely was transferred to the Maryland division at Chester, Pa., and Perryville, Md., in 1917, then advanced to supervisor of the Allegheny



John T. Ridgely

division at Oil City, Pa., in 1919, transferring to the Eastern division at Conway, Pa., in 1926. He was promoted to division engineer of the Richmond division at Richmond, Ind., in 1927, and in January, 1928, went to the Long Island Rail Road as engineer maintenance of way, returning to the Pennsylvania in October, 1928, as superintendent of the Indianapolis division at Indianapolis, Ind., from which he transferred to the Columbus division at Columbus, Ohio, in 1935. Mr. Ridgely became general superintendent of the Southern division at Wilmington, Del., in 1940, and maintained this post until his recent advancement.

John A. Tauer, whose promotion to controller of the Great Northern, with headquarters at St. Paul, Minn., was reported in the *Railway Age* of May 18, was born at St. Paul on February 16, 1908, and received his higher education at the University of Minnesota. He entered railroad



John A. Tauer

service on June 17, 1924, as a clerk in the office of the freight claim agent of the Great Northern, at St. Paul, and served in various minor positions until January 1, 1930, when he was promoted to assistant to the tax accountant. On June 1, 1934,

he became tax accountant, and on August 16, 1940, he was appointed controller's assistant. On July 1, 1942, he was advanced to assistant controller, the position he held at the time of his recent promotion.

The Baltimore & Ohio has announced the following advancements and retirements in the accounting department at Baltimore, Md.: John I. Barnes, assistant comptroller in charge of disbursements, has been named comptroller, succeeding Walter L. Price, whose advancement to vice-president in charge of accounting and freight claims is announced elsewhere in these columns. (A photograph of Mr. Barnes and an account of his railway career appeared in the February 2 issue of Railway Age, at the time of his promotion to assistant comptroller.) C. E. Catt, auditor of disbursements, succeeds Mr. Barnes, while John L. Taylor, assistant to auditor disbursements, becomes auditor disbursements, succeeding Mr. Catt. J. W. Meyers, assistant comptroller, who has retired at his own request after 44 years of service with the B. & O., has been succeeded by W. L. McGuigan, formerly tax account-

OPERATING

C. M. Self, whose retirement as chief operating officer of the Chicago, Indianapolis & Louisville, with headquarters at Chicago, was reported in the *Railway Age* of May 18, was born at Oakman, Ala., on



C. M. Self

February 9, 1900, and was graduated from the Atlanta (Ga.) Law School. He entered railway service on the Southern in 1918 during a summer vacation from school and served that road during succeeding summer vacations and then permanently as a laborer, machinist, clerk and accountant in the mechanical, maintenance of way and transportation departments. He was later promoted to chief clerk to the roadmaster and then served successively as chief clerk to the chief dispatcher, chief clerk to the engineer maintenance of way, and chief clerk to the superintendent. He was then promoted to assistant trainmaster and later advanced to trainmaster. On August 15, 1939, he went with the Monon as executive assistant, with headquarters at Chicago, and on April 11, 1942, he was promoted to the position he held at the time of his reVirgil J. Berry, railroad superintendent of the Pine Bluff Arsenal, Pine Bluff, Ark., has been appointed assistant to the superintendent of transportation of the St. Louis Southwestern, with headquarters at Tyler, Tex.

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E. B. Howes, chief military representative of the passenger traffic department of the Southern, at Washington, D. C., has been promoted to district passenger agent, with headquarters at Kansas City, Mo., a newly-created position.

E. G. Siemon, assistant general freight agent of the Lehigh Valley at Chicago, has been promoted to assistant western freight traffic manager, with the same headquarters, a newly-created position. G. B. Peterson, general agent, has been advanced to assistant general freight agent, with headquarters as before at Chicago, succeeding Mr. Siemon.

J. J. Kavanaugh, assistant traffic manager of the Missouri Pacific at Chicago, has been promoted to western traffic manager, with headquarters at San Francisco, Cal., succeeding W. M. Cook, who has retired after more than 30 years of service. R. T. Oliver, general agent, has been advanced to assistant traffic manager, with headquarters as before at Chicago, relieving Kavanaugh, and E. R. Sauerberg, division freight and passenger agent, with headquarters at Hutchinson, Kan., goes to Chicago as general agent, replacing Mr. Oliver. W. J. Whitaker has been appointed division freight and passenger agent, with headquarters at Poplar Bluff, Mo., succeeding **D. I. Burwell**, who in turn has been transferred to Hutchinson, relieving Mr. Sauerberg. A sketch of the career of Mr. Cook appeared in the Railway Age of December 1, 1945, at which time he was promoted to the position he held at the time of his retirement.

ENGINEERING & SIGNALING

Col. H. W. Van Hovenberg, who has been on military leave of absence, has returned to his former position as sanitary engineer of the St. Louis Southwestern, with headquarters at Mt. Pleasant, Tex.

Erving N. Fox, assistant engineer of signals of the Boston & Maine, with head-quarters at Boston, Mass., has been promoted to engineer of signals and telegraph, with the same headquarters, succeeding Joseph P. Muller, who has resigned. Charles F. Berthel, circuit designer, has been promoted to assistant engineer of signals, with headquarters as before at Boston, succeeding Mr. Fox.

George T. Callahan, assistant signal engineer for the Baltimore & Ohio, with headquarters at Baltimore, Md., has been appointed to take over the duties of Wilmer Welsh, assistant signal engineer there, whose advancement to signal engineer was announced in the May 25 issue of Railway Age. William W. Beard, assistant to signal engineer at Baltimore, succeeds Mr. Callahan as assistant signal engineer. Alfred L. Jordan, signal in-

spector, has been appointed chief signal inspector, with headquarters as before at Baltimore.

SPECIAL

Paul M. Morris, whose appointment as director of public relations of the St. Louis-San Francisco, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of April 20, was born at Malden, Mo.,



Paul M. Morris

on August 19, 1908. After leaving school he entered the newspaper business, working on various southern papers until he was appointed manager of the Little Rock (Ark.) bureau of the Memphis, Tenn., Commercial Appeal, later being transferred to the Nashville, Tenn., bureau of that newspaper. Some time later Mr. Morris became president and publisher of the Elizabethton (Tenn.) Daily Star, the position he held at the time of his appointment to the Frisco publicity department.

MECHANICAL

Sidney Withington, whose appointment as chief electrical engineer of the New York, New Haven & Hartford, with head-quarters at New Haven, Conn., was announced in the May 25 issue of Railway



Sidney Withington

Age, was born on June 7, 1884, at Boston, Mass., and was graduated from Harvard college in 1906 and Harvard engineering school in 1907. He began his railway

career in 1910 as a chainman for the New York, New Haven & Hartford, subsequently advancing to draftsman, inspector, general foreman, assistant engineer, acting electrical engineer, and then electrical engineer, the post he maintained at the time of his recent promotion. During World War I, Mr. Withington served as first lieutenant, Engineers, U. S. Army. He was chairman of the Committee on Electricity, A. R. E. A., from 1929 to 1932; chairman of the Electrical section and 2nd vicechairman, division IV, Engineering, A. R. A., from 1929 to 1931, and chairman from 1920 to 1924 of the Committee on Heavy Electric Traction, American Electric Railway Association.

A. G. Hoppe, assistant chief mechanical officer of the Chicago, Milwaukee, St. Paul & Pacific, at Milwaukee, Wis., has been promoted to general superintendent of the locomotive and car departments, with the same headquarters, a newly-created position.

OBITUARY

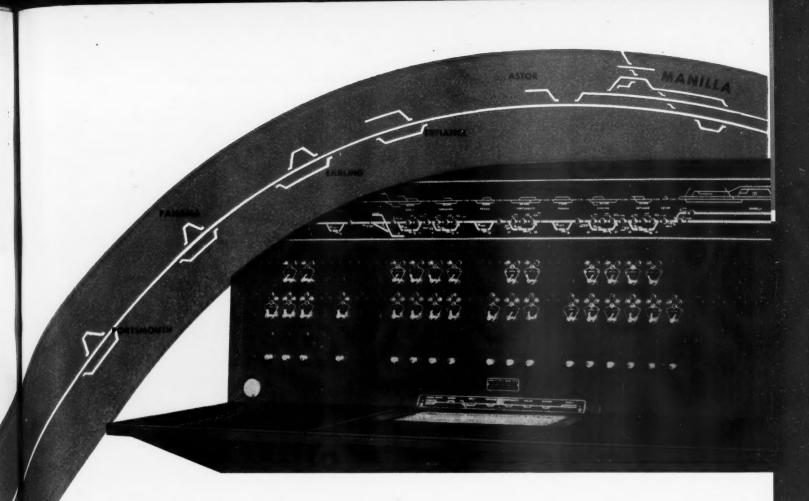
Frank R. Clapp, supervisor of safety of the Minneapolis, St. Paul & Sault Ste. Marie, with headquarters at Minneapolis, Minn., died in a hospital in that city on April 30.

N. H. Lockney, superintendent of the Knoxville and Atlanta division of the Louisville & Nashville, with headquarters at Knoxville, Tenn., died in that city on May 4. Mr. Lockney was born in Waukesha, Wis., on October 25, 1880, and entered railway service in 1898 as a telegraph operator on the Chicago, Milwaukee, St. Paul & Pacific. A year later he went with the Minneapolis, St. Paul & Sault Ste. Marie and on January 1, 1906, he went with the L. & N. as a telegraph operator at Nashville, Tenn. In October, 1906, he was promoted to dispatcher and in 1912 he was advanced to night chief dispatcher. In 1916 he was promoted to chief dispatcher and in 1923 he was appointed assistant trainmaster at Nashville. Mr. Lockney was advanced to trainmaster, with headquarters at Latonia, Ky., in 1928 and on September 1, 1936, he was promoted to assistant superintendent at Middlesboro, Ky. In January, 1943, he was advanced to the position he held at the time of his death

Edward P. Flintoft, who retired in February, 1945, as vice-president and general counsel of the Canadian Pacific, died in Montreal, Que., on May 8. Mr. Flintoft was born at Sarnia, Ont., on October 17, 1879, and was graduated from the University of Toronto in 1900 and the law school of Osgoode Hall, Toronto, in 1903. After practicing law as a member of the firm of McBride & Flintoft at Waterloo, Ont., from 1903 to 1908, he joined the Canadian Pacific as assistant to the solicitor at Montreal, becoming assistant solicitor in 1912 and solicitor in 1914. In 1917, Mr. Flintoft was appointed assistant general solicitor and he was promoted to general solicitor in 1929. On May 1, 1936, he was advanced to general counsel, and in July, 1942, he was named to the position he held at the time of his retirement.

with only 14 trains a day...

PAS IIS



Here's added proof that "Union" Centralized Traffic Control saves more than it costs! The Chicago, Milwaukee, St. Paul and Pacific Railroad is the prover—showing conclusively that "Union" C.T.C. pays off in better train operation and reduced costs even though daily traffic density is far below that commonly supposed to warrant its installation.

Reporting* on the results of a 60-mile installation of "Union" C.T.C. on the "Milwaukee" from Manilla to Council Bluffs, Iowa, the Signal Section AAR states that an average of 33.7 minutes are saved by each freight train operating over that section. Their report also shows that annual return on the

total cost of the installation is 20.9 per cent. All this, with only 14 trains using the section each day.

This then, is another clear cut indication that you should investigate what "Union" C.T.C. might accomplish for your railroad, even on its light traffic lines. A careful engineering survey may reveal surprising possibilities for operating improvements and economies.

Let our engineers show you how "Union" Centralized Traffic Control can be fitted to your traffic requirements, your improvement program, and your budget. Write, or call, any "Union" district office.

* Proceedings, Signal Section AAR, Vol. XLII, page 22-A

UNION SWITCH & SIGNAL COMPANY

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NEW YORK



SAVES YOU MORE THAN IT COSTS

TRAIN OPERATION BY SIGNAL INDICATION

Operating Revenues and Operating Expenses of Class I Steam Railways

Compiled from 129 monthly reports of revenues and expenses representing 133 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF MARCH, 1946 AND 1945

	United States		Eastern District		Southern District		Western District	
Item	1946	1945	1946	1945	1946	1945	1946	1945
Miles of road operated at close of	225 504	000 000	FF 080	26.006	42.002	42.202	100 541	100.000
month	227,794	228,288	55,970	56,006	43,283	43,327	128,541	128,955
Revenues:	\$483,776,431	\$622,778,088	\$189,474,998	\$242,442,156	\$103,411,987	\$120,272,975	\$190,889,446	\$260,062,957
Passenger	114,562,365	133,630,107	49,626,213	54,744,951	21,227,692	27,065,309	43,708,460	51,819,847
Mail	10,562,417	10,842,374	3,702,318	3,673,781	1,898,560	1,945,185	4,961,539	5,223,408
Express	8,557,465	16,057,285	1,079,048	5,144,037	1,543,146	2,517,487	5,935,271	8,395,761
All other operating revenues	28,640,796	29,610,601	13,393,428	13,155,325	4,018,858	4,191,525	11,228,510	12.263,751
Railway operating revenues	646,099,474	812,918,455	257,276,005	319,160,250	132,100,243	155,992,481	256,723,226	337,765,724
Expenses:								
Maintenance of way and structures	111,335,256	104,722,382	39,342,129	38,303,544	23,274,904	18,807,653	48,718,223	47,611,185
Depreciation	9,994,315	9,659,430	4,317,173	4,224,971	1,613,207	1,545,997	4,063,935	3,888,462
Retirements	380,538	584,672 *373,114	90,615 *37,046	123,263 *64,578	82,260	124,583	207,663 *292,765	336,826 *308,536
Deferred maintenance	*374,256 93,868	2,241,008	10,529	699,004	*44,445 68,811	339,189	14,528	1,202,815
Equalization	3,974,025	4,242,896	2,432,560	2,724,140	64.819	769,044	1,476,646	749,712
All other	97,266,766	88,367,490	32,528,298	30,596,744	21,490,252	16,028,840	43,248,216	41,741,906
Maintenance of equipment	148,033,673	140,432,549	61,520,794	57,726,665	27,615,757	26,840,129	58,897,122	55,865,755
Depreciation	18,577,048	17,946,986	7,950,157	7,601,430	3,656,269	3,577,827	6,970,622	6,767.729
Retirements	*28,043	6,148	*3,369	*1,389	*2,132	*438	*22,542	7,975
Deferred maintenance and major	*345,727	*118,952	*49,179	*1,126	*68,858		*227,690	*117,826
Amortization of defense projects	583,257	17,406,501	265,454	5.813.896	62,009	4,237,442	255,794	7,355,163
Equalization	278,784	138,731	15,712	*8,271	240,596	118,707	22,476	28,295
All other	128,968,354	105,053,135	53,342,019	44,322,125	23,727,873	18,906,591	51,898,462	41,824,419
Traffic	16,036,372	11,955,567	5,826,180	4,286,487	3,023,248	2,247,463	7,186,944	5,421,617
Transportation-Rail line	315,998,011	259,810,406	138,997,361	118,146,353	57,255,445	44,245,215	119,745,205	97,418,838
Transportation—Water line	11,962,395	9,590,720	4,768,892	3,561,817	1.743.932	1,497,360	5,449,571	4.531.54 3
General	24,524,425	18,076,417	9,762,964	7,342,052	5,001,585	3,480,977	9,759,876	7,253,388
Railway operating expenses	627,890,132	544,588,578	260,218,320	229,366,918	117,914,871	97,118,797	249,756,941	218,102,863
Net revenue from railway operations	18,209,342	268,329,877	*2,942,315	89,793,332	14,185,372	58,873,684	6,966,285	119,662,861
Railway tax accruals	26,133,265	151,559,292	9,640,071	38,436,463	10,423,559	37,782,862	6,069,635	75,339,967
Pay-roll taxes	27.347.184	19,654,791	11,477,741	8.242.353	5.018,931	3,426,795	10,850,512	7,985,643
Federal income taxes	*23,383,014	107,358,557	*10,908,491	20,019,016	705,090	29,147,458	*13,179,613	58,192,083
All other taxes	22,169,095	24,545,944	9,070,821	10,175,094	4,699,538	5,208,609	8,398,736	9,162,241
Railway operating income	*7,923,923	116,770,585	*12,582,386	51,356,869	3,761,813	21,090,822	896,650	44,322,894
. Equipment rents-Dr. balance	9,432,312	11,466,891	3,974,847	7,106,599	86,552	*195,579	5,370,913	4,555,871
Joint facility rent-Dr. balance	3,103,005	3,300,071	1,710,554	1,671,204	348,203	339,357	1,044,248	1,289,510
Net railway operating income.	*20,459,240	102,003,623	*18,267,787	42,579,066	3,327,058	20,947,044	*5,518,511	38,477,513
Ratio of expenses to revenues (per			***	***	00 -		05.	
cent)	97.2	67.0	101.1	71.9	89.3	62.3	97.3	64.6

FOR THREE MONTHS ENDED WITH MARCH, 1946 AND 1945

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Miles of road operated at close of			** ***					100.041
month	227,798	228,302	55,970	56,009	43,284	43,332	128,544	128,961
Freight \$ Passenger Mail Express All other operating revenues Railway operating revenues	366,819,284 30,684,194 23,073,423 87,111,870	398,729,830 31,728,404 40,546,971 87,578,813	\$518,945,216 153,621,341 10,559,139 2,169,514 39,833,967 725,129,177	\$641,878,593 162,141,559 10,549,798 12,335,697 38,716,302 865,621,949	\$288,480,727 64,900,231 5,357,968 4,190,635 12,206,823 375,136,384	\$342,665,640 81,564,899 5,626,919 6,209,307 12,695,748 448,762,513	\$550,998,666 148,297,712 14,767,087 16,713,274 35,071,080 765,847,819	\$733,106,278 155,023,372 15,551,687 22,001,967 36,166,763 961,850,067
Expenses:	1,000,110,000	12,210,201,022	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	000,022,7	0,0,100,001	410,700,010	700,017,027	201,000,00
Maintenance of way and structures Depreciation Retirements Deferred maintenance Amortization of defense projects Equalization All other Maintenance of equipment Depreciation Retirements Deferred maintenance and major	277,465,440 29,926,881 1,414,457 *1,256,528 5,056 14,547,170 232,828,404 371,794,423 55,125,880 *134,164	294,074,051 28,937,888 1,160,367 *835,221 6,327,394 16,198,313 242,285,310 407,384,635 53,487,766 *11,295	99,120,732 12,919,537 214,752 *75,554 31,629 7,577,612 78,452,756 156,107,904 23,184,279 *62,318	109.427.403 12,724,949 266,370 *126,998 1,939,167 9,153.874 85,470,041 165,857,670 22,511,586 *9,144	58,589,379 4,822,053 191,296 *424,268 *3,104 2,627,521 51,375,891 68,809,603 11,045,618 *37,930	53,935,593 4,600,499 238,697 1,070,549 3,571,406 44,454,442 77,547,870 10,735,190 *5,287	119,755,329 12,185,291 1,008,419 *756,706 *23,469 4,342,037 102,999,757 146,876,916 20,895,983 *33,916	130,711,055 11,612,440 655,300 *708,223 3,317,678 3,473,033 112,360,827 163,979,095 20,240,990 3,136
repairs Amortization of defense projects Equalization All other Traffic Transportation—Rail line Transportation—Water line Miscellaneous operations	*951,582 1,639,966 1,041,716 315,072,607 39,858,066 788,711,653	*366,555 51,431,531 495,565 302,347,623 34,973,170 757,123,462 982 28,761,766	*99,433 723,316 20,773 132,341,287 14,352,703 346,829,347	*1,126 17,008,943 *758 126,348,169 12,465,422 343,023,907	*185,328 271,303 915,163 56,800,777 7,621,188 139,099,695	12,415,344 368,922 54,033,701 6,637,901 129,036,230 4,577,490	*666,821 645,347 105,780 125,930,543 17,884,175 302,782,611	*365,429 22,007,244 127,401 121,965,753 15,869,847 285,063,325 982 13,496,173
General	58,562,521	51,774,241	23,527,660	20,906,651	11,661,343	9,937,748	23,373,518	20,929,842
Railway operating expenses‡	1,568,170,303	1,574,092,307	652,418,743	662,369,156	290,348,383	281,672,832	625,403,177	630,050,319
Net revenue from railway operations	297,943,077	702,142,222	72,710,434	203,252,793	84,788,001	167,089,681	140,444,642	331,799,748
Railway tax accruals Pay-roll taxes Federal income taxes All other taxes	154,752,578 64,238,447 24,212,834 66,301,297	410,600,960 57,352,570 281,007,898 72,240,492	47.269.734 26,930,753 *7,107,694 27,466,675	97,582,705 24,268,178 43,956,211 29,358,316	43,327,462 11,620,543 18,056,465 13,650,454	106,662,051 9,972,957 81,260,732 15,428,362	64,155,382 25,687,151 13,264,063 25,204,168	206,356,204 23,111,435 155,790,955 27,453,814
Railway operating income	143,190,499	291,541,262	25,440,700	105,670,088	41,460,539	60,427,630	76,289,260	125,443,544
Equipment rents-Dr. balance	25,638,597	31,580,742	11,196,797	17,024,410	*1,895,538	*31,155	16,337,338	14,587,487
Joint facility rent-Dr. balance	8,845,265	10,080,538	4,629,954	4,986,570	1,121,996	1,030,422	3,093,315	4,063,54t
Net railway operating income	108,706,637	249,879,982	9,613,949	83,659,108	42,234,081	59,428,363	56,858,607	106,792,511
Ratio of expenses to revenues (per cent)	84.0	69.2	90.0	76.5	77.4	62.8	81.7	65.5

^{*} Decrease, deficit, or other reverse item.
† Railway operating revenues are after deduction of \$755,998 for the three months ended with March 1946 and \$10,108,822 for the three months ended with March 1945 to create a reserve for land grant deductions in dispute.
‡ Includes accruals for recent wage awards retroactive to January 1, 1946, in the amount of \$148,175,877.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

OR